

ATLANTIC FISHERMAN

AUGUST, 1946

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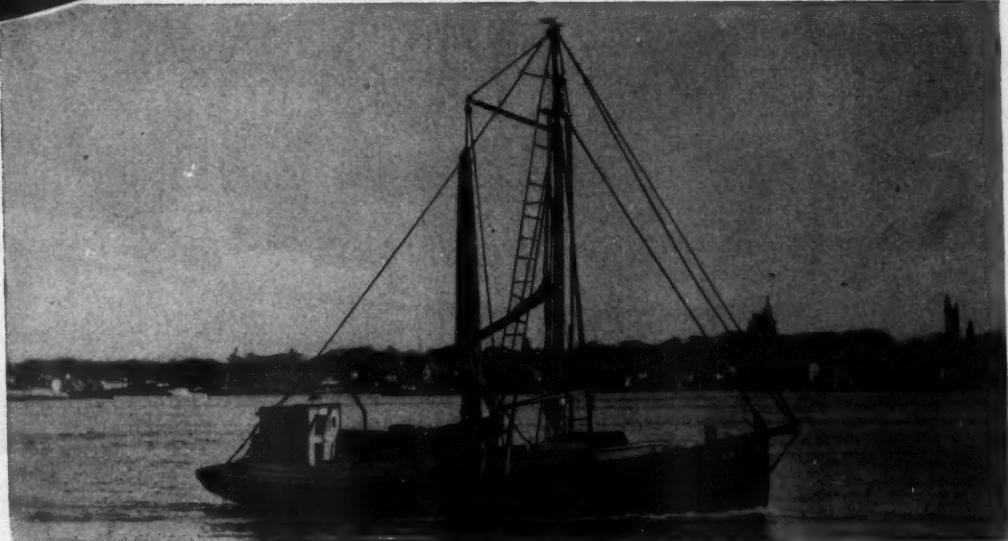
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Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes

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P. G. LAMSON, *Publisher* GARDNER LAMSQN, *Editor* L. E. HALL, *Managing Editor*

NBP

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NO. 7

Adequate Distribution Important to Fishing Industry

Many people in the food industry are wondering whether the country's eating habits will change permanently as a result of wartime shortages and rationing. In this connection, it is interesting to note that a survey by *Sales Management* indicates rationed and short items dropped from 37.6% of total store volume in 1940 to 27% in 1945, during which period the civilian per capita consumption of food increased.

The percentage of decrease in consumption of various foods was as follows: meat — 4%; cheese — 13%; dried beans — 15%; shortening — 22%; dried fruit — 27%; canned fruit — 36%; butter — 38%; fish — 40%.

Civilian consumption of foods that showed an increase in sales volume during the same period was: fresh fruits and vegetables — 6.5%; poultry — 15%; eggs — 23%; milk — 25%; baked goods — 27%; peanuts — 32%; cereals — 53%; frozen fruits and vegetables — 240%.

The sharp drop in consumer fish sales can be attributed largely to Government buying since overall production, even in face of wartime problems, held up fairly well. Canned seafood was in great demand for overseas shipments both for our troops and for relief feeding. Frozen fish as well as fresh fish was served extensively at military installations in this country.

Despite lower per capita consumption, millions of civilians and members of the armed forces ate fish and seafood regularly during the war years. Many of these seldom, if ever, tasted these products previously. It is generally believed that a large part of this new-found market will stick; and that, sparkplugged by new developments, the industry has its biggest years ahead.

Improvements in processing, packaging and transportation are certain to extend the market for seafoods to inland areas. Time and distance have been largely responsible for the comparatively low consumption of fishery products in the United States.

Most of the countries in which the per capita consumption is high are those in which no part is far distant from a sea productive of fish and shellfish. The pre-war figures for Europe show that the people of Norway consumed 86 pounds of fish apiece every year, and those in Sweden 50 pounds. Inland nations, however, show a sharp contrast. The average for Switzerland was 4½ pounds, Hungary, 8/10 of a pound, and Yugoslavia 7/10 of a pound.

While the normal average per capita consumption of fish and shellfish in this country was 13 pounds, the amount varied from about 30 pounds per capita in coastal areas to less than 6 pounds in inland rural areas.

With previous difficulties of distribution and marketing rapidly being eliminated, there will be a natural tendency for distribution to become more equalized which will eventually increase the consumption of fishery products.

However, in widening distribution, it will remain important for the industry to educate potential consumers in the desirability of serving fish and shellfish and in the methods of preparing it in appetizing form. In this way the industry can assure itself of the largest possible share of the consumer's food dollar.

TABLE OF CONTENTS

SPECIAL FEATURES

FAO Outlines Program for Fisheries.....	17
Double Launching of Bluepoints Boats.....	18
Hybrid Oysters Would Aid Production.....	20
Surf Clam Industry Has Rapid Growth.....	21
North Carolina Research Laboratory Proposed..	23

NEWS DEPARTMENTS

Maine	28	Virginia	22
Gloucester	48	North Carolina	23
Boston	43	Florida	24
New Bedford	38	Alabama	24
Vineyard	47	Mississippi	25
Rhode Island	51	Louisiana	25
Connecticut	50	Texas	32
New York	34	Michigan	26
Delaware	36	Wisconsin	26
Maryland	22	New Brunswick	32

FISH LANDINGS

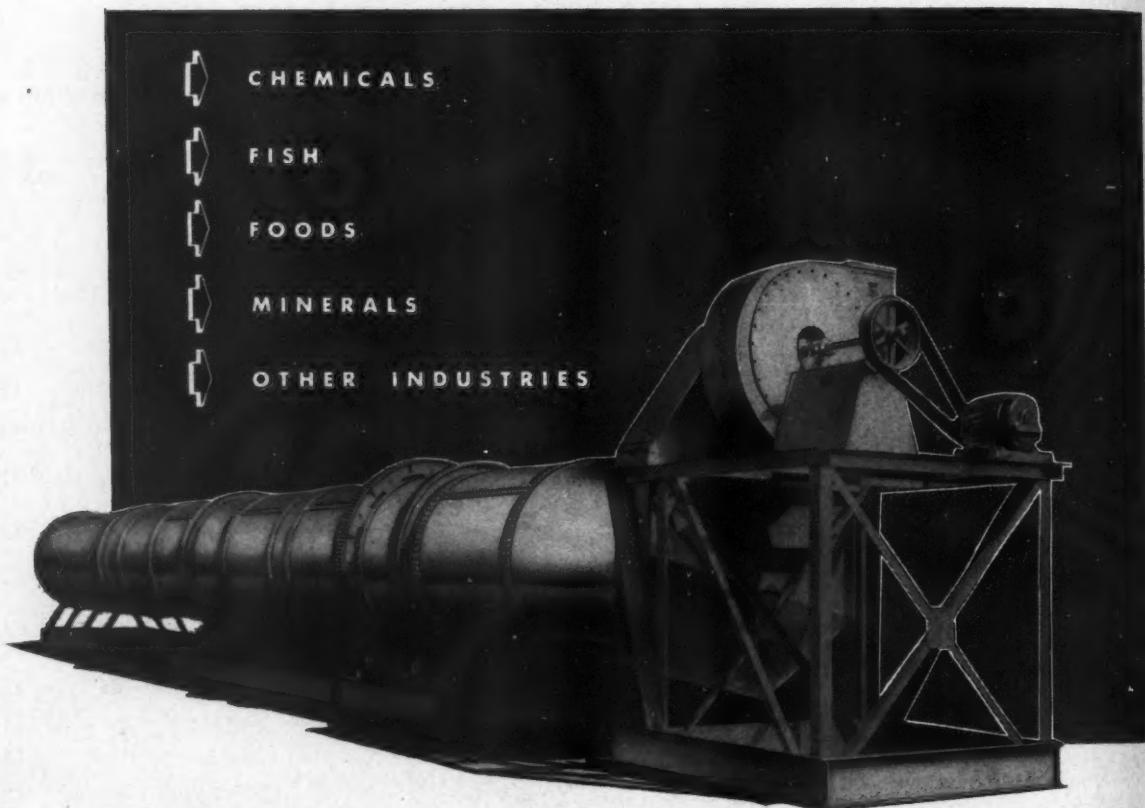
Portland	49	New Bedford	50
Gloucester	40	New York	44
Boston	44		

MISCELLANY

Sounding-Lead (Washington Report)	9
Where-to-Buy Directory	52
Late News	53
Index to Advertisers	53
Classified Advertising	54

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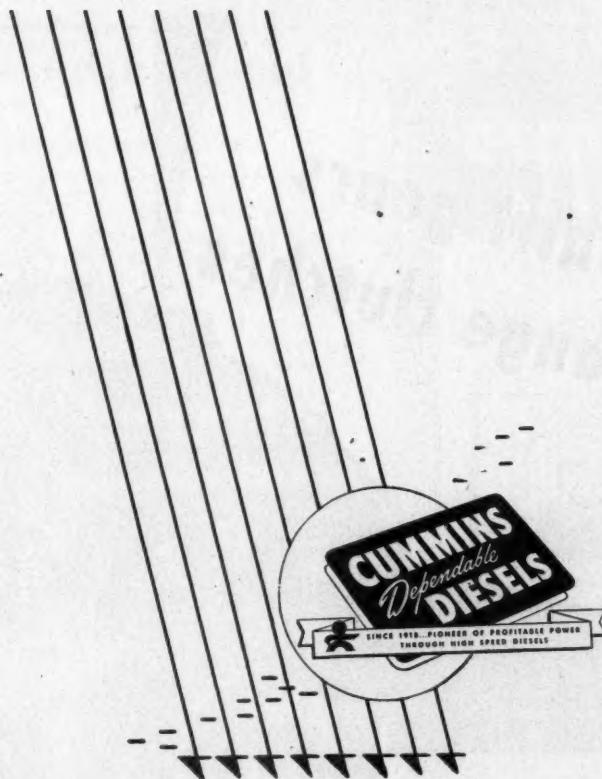
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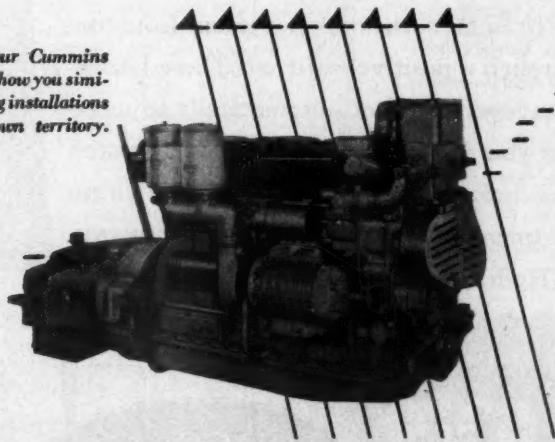
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The Sounding-Lead

By Fred Lardner
Washington Correspondent

FISHERY EDUCATION—A fishery educational section recently was established in the Fish & Wildlife Service to extend to the fishing industry knowledge of new and improved technical processes as developed in F & WS research laboratories. The group will work closely with the industry in the production of educational motion pictures, training film strips, educational leaflets, fishery manuals, and other graphic material. Field demonstrators will instruct fish tradesmen in the proper handling of fishery products, while consumer groups, home economists, food editors, and others will be instructed in fish cookery methods.

The new section will cooperate with vocational schools and other educational institutions in establishing commercial fishery courses for training students in fishery technology.

Richard T. Whiteleather will organize the staff and head the educational section which will have its central office in Washington. Mr. Whiteleather has had wide experience in the work of the Service, and comes to his present assignment from New York City, where he headed the Commercial Fishery Division.

PRICE CONTROL—Although the bill extending price control, including the Downey Amendment classifying fish and other seafoods as agricultural commodities, was signed by the President on July 25, the price situation relative to fishery products was by no means clear early in August. Most authorities recognized the chaotic condition which would be imposed on the fishing industry if when the 90-day suspension of ceilings on fresh and frozen fish expired August 18, ceilings were automatically reinstated. However, it was expected that OPA would extend the suspension until September 1.

On that date, and on the first of each succeeding month, the Secretary of Agriculture is required to submit a list of items in short supply to OPA. It now appears that fresh and frozen fish, including halibut, will not be included in this category. Thus these items probably will be automatically decontrolled on September 1.

On December 31 the Secretary of Agriculture is required to recommend to the Price Administrator removal of controls over agricultural commodities, whether or not in short supply, which are not important in relation to business or living costs. The decontrol of canned fish in the near future depends upon whether the volume of production and stocks on hand balance demand.

Many wholesalers and retailers of canned fish are expected to take a loss because of OPA's regulations regarding costs incurred since June 30 in the purchase of canned fish. In most cases OPA intends to enforce June 30 ceilings even though wholesalers and retailers had to pay higher prices during the interim period when no ceilings prevailed.

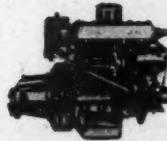
FISHERIES RESEARCH—H.R. 6932, a bill introduced by Representative Flannagan of Virginia authorizing the Agriculture Department to do extensive research in the marketing of agricultural commodities, including fish and shellfish, recently was passed by Congress.

Appropriations authorized to carry on research embracing a broad field initially are \$2,500,000 and total \$20,000,000 by the end of the fifth year. States also may get aid from the bill, if they match funds with the Federal Government in doing the same type of research provided by the bill.

FISH ALLOCATIONS—Estimated deliveries of canned fish and shellfish from the United States market to procurement agencies during the period July 1, 1946 to June 30, 1947, total 695,639,000 lbs. Of this amount, the Secretary of Agriculture has recommended allocation of 482,845,000 lbs. to United States civilians, while 212,794,000 lbs. would go to noncivilians. The total for non-civilians includes 4,733,000 lbs. for U. S. military and war services, excluding civilian feeding; 146,481,000 lbs. for the Production and Marketing Administration; 17,050,000 lbs. for

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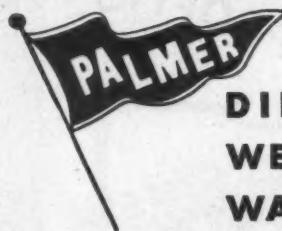
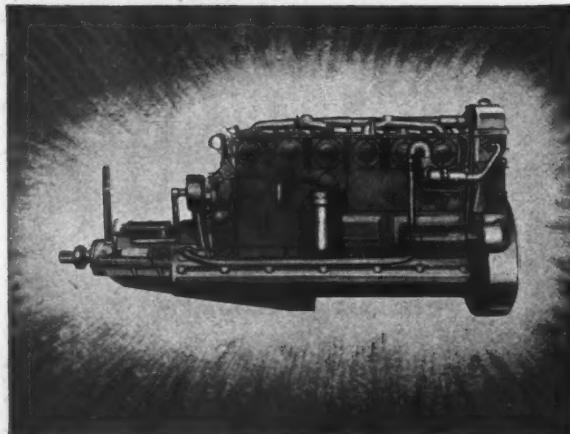
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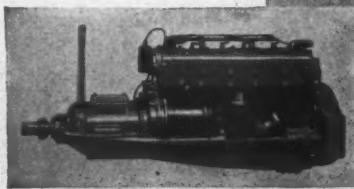


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If you cannot get the brand of rope, the make of hooks or the kind of marlin you want, you buy what is available at the time and wait to replenish until the "real McCoy" is to be had. They are items that are quickly consumed. But with an engine it is different. It is a substantial investment and should last for many years. You want what you want. It is worth waiting for the dependability, economy and general satisfaction you will get when you buy a PALMER Diesel. They will be ready for you soon.

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commercial shipments to U. S. territories; and 44,530,000 lbs. for commercial exports. The Combined Food Board recently announced recommended allocations of salted fish from 1946 catches. Although estimated supplies are considerably short of total stated import needs, requirements of UNRRA will be substantially met by a recommended allocation of over 22 per cent of the total supply. The recommendation applies to the distribution of salted cod, haddock, hake, cusk, pollock, saithe and ling, whether dry, semi-dry, wet-salted or green.

Total exportable supplies are estimated at 293,470,000 lbs., dry-salt basis, from the following sources: Norway, 124,800,000 lbs.; Newfoundland, 110,000,000 lbs.; Canada, 40,500,000 lbs.; Denmark, 12,170,000 lbs.; and Greenland, 6,000,000 lbs.

Recommended distribution to the various claimants is as follows: UNRRA countries, 65,150,000 lbs.; Portugal, 48,000,000 lbs.; British Caribbean, 35,100,000 lbs.; Spain, 30,000,000 lbs.; United States territories, 28,000,000 lbs.; Continental United States, 20,300,000 lbs.; Brazil, 15,400,000 lbs.; Cuba, 15,150,000 lbs.; United Kingdom, 8,000,000 lbs.; Argentina and Uruguay, 6,800,000 lbs.; France, 5,750,000 lbs.; and other, 15,820,000 lbs.

FAO REPRESENTATIVE—A. W. Anderson, chief of the Division of Commercial Fisheries, Fish and Wildlife Service, has been named United States representative on the fisheries committee of the Food and Agriculture Organization.

IMPORT CONTROLS—The Department of Agriculture has issued an amendment to food import regulations, effective July 23, which frees eleven classes of foods from import controls. Fish and shellfish products removed from import controls included the following: alewives and other pickled or salted fish; fish cakes, balls, and pudding, in oil or in oil and other substances; fish paste and fish sauce; all types of salted or pickled herring, including sprats, pilchards and anchovies; canned oysters; canned clams and clams in combination with other substances (except clam chowder); canned razor clams; canned lobster, including spiny lobsters and crawfish; and lobster paste and sauce.

NFI MOVES—The National Fisheries Institute moved to larger offices in Washington on July 8. The new address is Suite 228, Victor Bldg., 724 Ninth St., N. W., Washington 1, D. C. The telephone and teletypewriter numbers which the Institute had at its former location will be retained.

Mal Xavier, field representative of the Institute, also has a new office, located at Room 400, 214 Front St., San Francisco.

FISHERY FILM—In conjunction with the Fish & Wildlife Service, Encyclopedia Britannica has prepared for its own use a movie short about 10 minutes in length. The film will be used to educate persons in the cooking of three species of fish: namely, cod from the North Atlantic, halibut from the West Coast, and whitefish from the Great Lakes. The premier showing was held recently in Washington at the Department of Interior Building. Miss Rose Kern, head of the Home Economics Section of the Fish & Wildlife Service, was director of the short.

SURPLUS PROPERTY—A number of AMC-coastal mine sweepers are for sale by the Maritime Commission at the fixed price of \$25,000 each "as is, where is". The vessels were built to Navy specifications during 1941 and 1942, and are of wooden construction powered by a single, slow, direct-driven 400 hp. Diesel engine. They are especially adaptable to the fishing industry, and have a relatively deep draft in relation to length, which permits excellent operation in heavy seas. The cargo capacity is adequate for moderate scale fishing operations.

Approximate dimensions are a length of 97', 21' breadth and a depth of 13'6". The vessels draw about 9', and displace approximately 200 tons. Fuel capacity is approximately 4,000 gallons, and operating radius about 1,800 miles at 8 knots.

The vessels on the East Coast are located at the Wando River Moorings, Charleston, S. C., and application for inspection should be made to the Commandant, Navy Yard, at that port. Prospective buyers should place their orders with the Director, Division of Small Vessel Procurement and Disposal, United States Maritime Commission, Washington 25, D. C.

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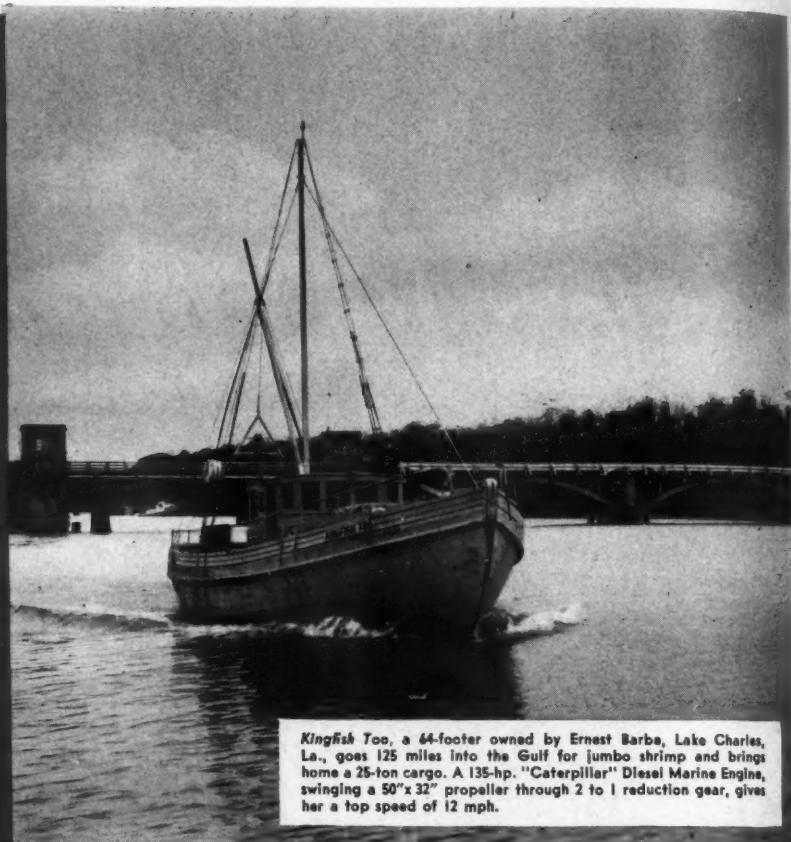
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lengths are being offered for sale by the War Assets Administration. The rope has extremely high tensile strength, is waterproof, and can be used as anchor rope for boats and small yachts.

Inquiries as to quantities available and orders for purchase of the rope should be addressed to the WAA National Aircraft Components Sales Center, 6200 Riverside Drive, Municipal Airport, Cleveland, Ohio. Veterans may use their priority in purchasing the rope.

FISH EXPORTS—Exporters interested in shipping canned fish to the Philippines during the third quarter of 1946 may now file their license applications with the Office of International Trade. The total amount which may be allocated for export is dependent upon domestic supply.

OYSTER STANDARDS—The Food and Drug Administration has issued a proposed order fixing definitions and standards for raw oysters. Among the salient features of the regulation is the requirement that oysters be identified either as raw oysters or shucked oysters.

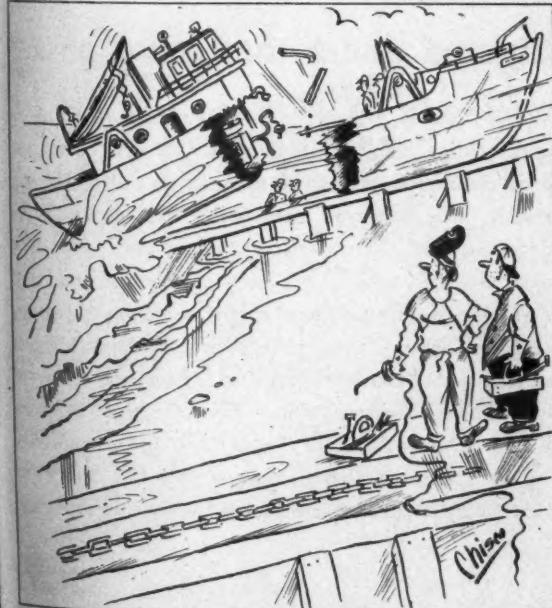
If water is used in the shucking pot, the free liquid must be less than one fourth of the combined volume of the oysters and liquid. Contact with fresh water after the oysters leave the shucker would be limited to 30 minutes, except that each minute the oysters are in the blower counts for two minutes of the 30-minute period. If oysters are held in salt water containing not less than 0.75% salt, such time would not be counted against the 30-minute period. The order prohibits floating, prescribes the method of draining and type of strainer, and requires that oysters be drained for not less than 5 minutes.

The regulation allows classification of the largest oysters as extra large raw oysters, raw oyster counts (or plants), extra large shucked oysters, shucked oyster counts (or plants) one gallon to contain not more than 160 oysters and a quart of the smallest not more than 44.

The use of the modifying terms large or extra selects; medium or selects; and small or standards; is allowed. The number of oysters for the various sizes is as follows: large, 160 to 210 per gallon, 1 quart of the smallest not to exceed 58 and a quart of the largest to contain more than 36; medium, 210 to 300 per gallon, one quart of the smallest not to exceed 83 and a quart of the largest to run more than 46; and small, 300 to 500 per gallon, 1 quart of the smallest not to exceed 138 and a quart of the largest to contain more than 68.

A new grade size, very small, is created. One gallon must contain over 500 oysters, and one quart of the largest must run over 112.

The Oyster Institute of North America has filed a brief containing exceptions to the order.



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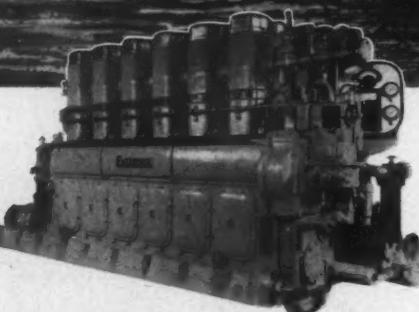
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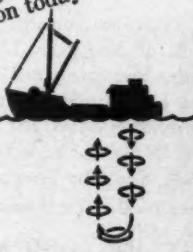
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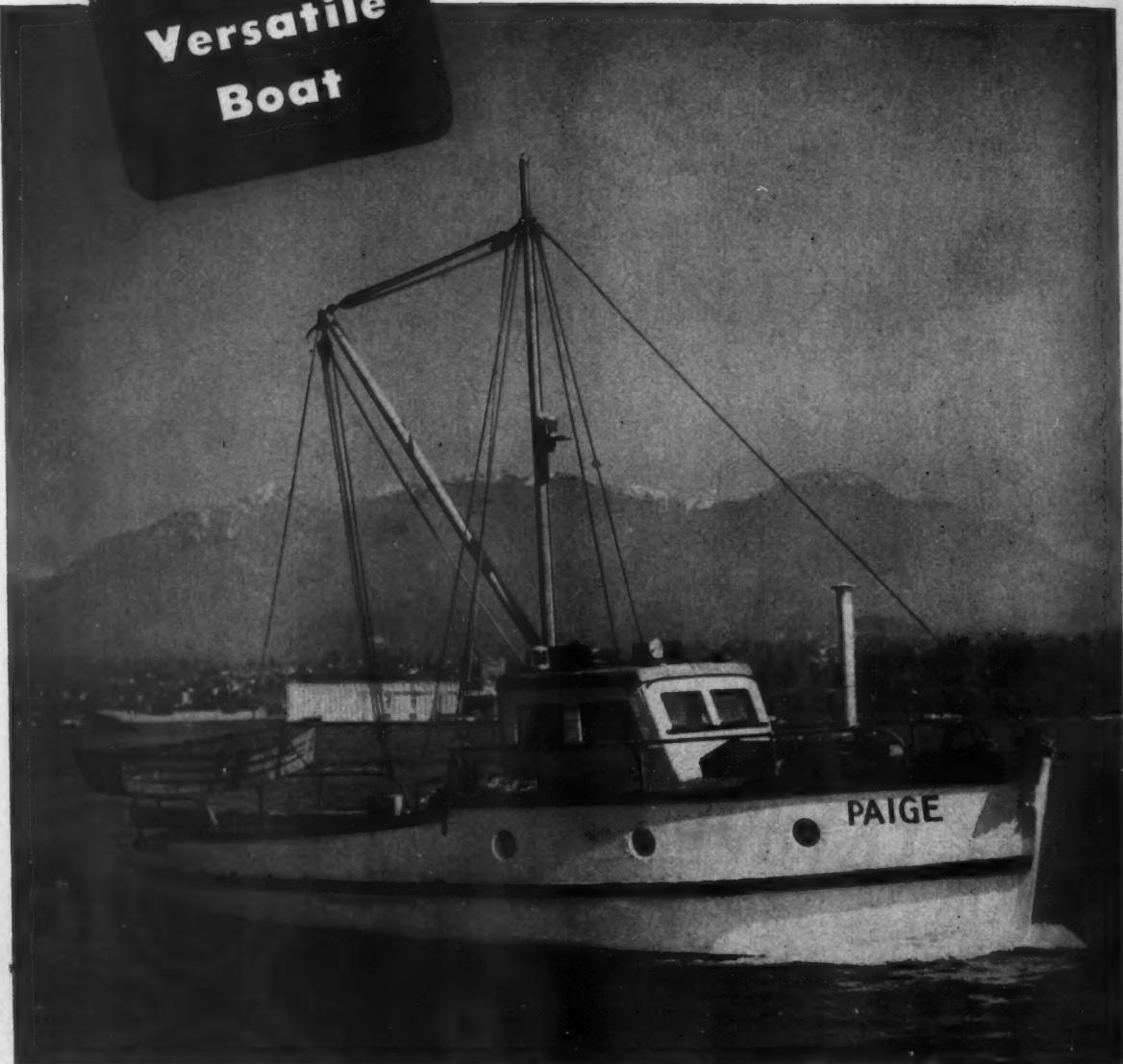
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FAO Outlines Program for Fisheries

Recommendations Made for Development, Propagation, Conservation and Tariffs

WITHIN the Food and Agriculture Organization (FAO) of the United Nations there exists a Fisheries Committee which, since its inception, has conducted long and extensive studies of the world fisheries and their place in alleviating the world food shortage.

Since this is the first time there has been a truly world-wide organization for fisheries, one of FAO's most urgent tasks is to get information and statistical services started with world coverage of production and markets. Another urgent task is to explore the resources of hitherto untouched fishing grounds. In normal times over ninety percent of the world's fish supply is caught in the North Atlantic and North Pacific oceans, but during this war fishing grounds have been developed by several South American countries, and fishing could be extended elsewhere. Indeed, fish from adjacent areas or fresh-water fish from local ponds might form a valuable addition to diets lacking in animal protein, especially in countries where livestock industries cannot easily be developed.

In Northern Hemisphere waters the pressing need is for conservation measures. The food shortages in Europe and elsewhere will probably stimulate overfishing, as after the war of 1914-18. By helping to ascertain and publish the facts, FAO can stimulate governments to work out the necessary conservation agreements.

As a result of its studies, the Fisheries Committee has passed on to the Director-General a number of recommendations. Although the Committee passed many resolutions at Quebec, the recommendations before the Director-General are the ones deemed to require most immediate attention. Of these there are nine that have to do with conservation and development of fishery resources.

Conservation and Development

Fishery conservation problems on the high seas are international in character, but because the problems of conservation are different in the many areas involved, it is considered preferable for any international action for conservation and management to be established on a regional basis. There should, however, be a free interchange of ideas and information between such regional authorities in order to assist in bringing about a wider degree of coordination and interest.

Recommendations have been made suggesting that FAO should:

- (1) stimulate interest in fishery research in the field of conservation;
- (2) encourage international forms of cooperation and management with a view to greater future utilization of fishery resources;
- (3) cooperate for this purpose with other international bodies concerned with fisheries;
- (4) explore the possibility of eventually coordinating the activities of these organizations under the auspices of FAO;
- (5) invite member nations to consider the desirability of arranging periodic conferences between regional authorities, including established national and international councils for the study of the sea; and
- (6) lend all possible support to the development of international programs of cooperative research, and, wherever necessary, of joint regulatory action on a regional basis to conserve and bring about the proper management of fishery resources.

The full use of fishery resources depends to a large degree on the development of fishery techniques best adapted to the many different conditions prevailing. Progress in such development might be accelerated by a better exchange of information. Regarding this it has been recommended that FAO should:

- (7) encourage the full exchange, directly or through FAO, of information regarding advances in the design of fishing craft and of fishing gear; and
- (8) encourage practical demonstrations of modern fishing ves-

sels and gear. The vessels and equipment could also be used to determine the potentialities of virgin areas.

The full use of fishery resources depends not only on the management of fisheries to obtain the maximum yield in perpetuity and improvement of fishing techniques, but also on the improvement of conditions for fish reproduction and growth. Therefore, it has been recommended that FAO should:

- (9) encourage the adoption of suitable techniques of fish culture wherever facilities and conditions for the propagation of fish render such programs practicable.

In connection with conservation, the recent action of the United States Government in making a public declaration concerning the extension of territorial jurisdiction, with a view to enabling it more effectively to impose the necessary restrictions pursuant to the adoption of a conservation policy, emphasizes the urgency of the conservation problem and gives an added reason why FAO should give it early attention.

The importance of action by FAO in this field cannot be over-emphasized because owing to the interruption of fishing in certain areas during the war, a widespread belief has been engendered that fishing can be carried on intensively in the expectation of large yields being obtained and without causing any danger to the perpetuation of fishery stocks. This opinion was widely held but reports now being received from fishing skippers operating in the areas concerned show that the stocks have not been built up to such an extent as has been generally supposed, and already there are signs that these stocks may be depleted within a much shorter period than is generally imagined. It is imperative, therefore, that all countries should be made aware as soon as possible of the danger of overfishing and the possible resultant damage to the food supplies of the European area.

International Policies

Other recommendations offered to the Director-General are in connection with international policies regarding national and international credits, arrangements and effect of tariffs and international barriers to trade.

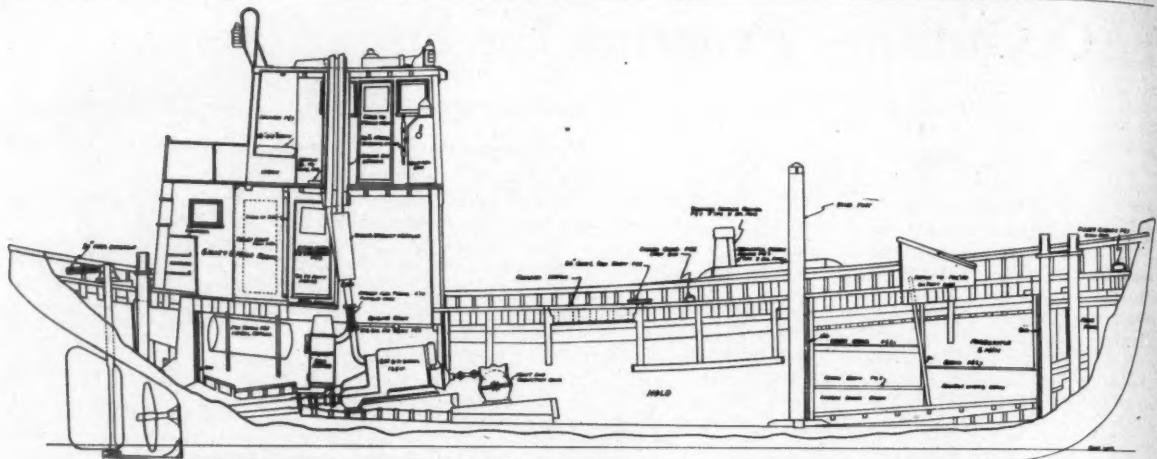
The recommendations suggest that FAO should:

- (10) encourage governments to grant credits to assist technical advances;
- (11) be prepared to give expert advice when it is required;
- (12) offer to the International Bank for Reconstruction and Development services regarding credits in the case of fisheries similar to those contemplated for agriculture;
- (13) study the possibilities of commodity arrangements as they affect fisheries, particularly as they promote or hinder better orientation of production and as they may be effective in providing opportunities for supplying consumer markets from the most efficient sources of production;
- (14) study, as an integral part of this program, the effects of tariffs and other international barriers on world trade, as well as the effect of abnormal fluctuations in the exchange rates, which restrict the production, distribution, and consumption of fishery products, and
- (15) furnish such information to the governments of producing and consuming countries and to other interested authorities.

Two of the principal factors retarding fishery development and increase in consumption of fish by the people of the world have in the past been lack of continuity of supplies and hindrances to the development of fisheries caused by tariffs and other international barriers. As fish is the only food which does not require to be sown by man and can always be reaped by him, it is important that the effect of such impediments should be carefully examined, as experience in the industry proves conclusively that, if free and unhampered distribution can be achieved, the necessary expansion in production will follow automatically in the European and North American areas.

The question of tariffs and other international barriers to

(Continued on page 40)



Inboard profile plan of the 72' oyster dredgers "Greenport" and "Milford", built for Bluepoints Co., Inc.

Double Launching of Bluepoints Boats

Ceremonies Mark Official Opening of General Seafoods' Rockland Facilities

HIgh-lighted by a double launching of oyster dredgers, General Seafoods Corporation held an official opening of its Rockland, Maine shipyard and fish processing facilities on July 18. More than 2000 spectators were on hand to view the launching at the former Snow Shipyards which the firm recently acquired, and to inspect the temporary fish packing and freezing operations that are being carried on in the former Underwood plant pending construction of new quarters.

In a launching address, J. Lawrence Alphen, president of General Seafoods, outlined his Company's plans for developing the fishing industry of Rockland, saying in part: "When we came here, you probably heard a lot about our plans to build a million-dollar plant in Rockland.

"We hope to get started on the plant in the very near future. But, conditions are still a little too uncertain for us to set an exact date for either the beginning or the completion of the plant. All that we can really say is that we are going to build it as soon and as fast as we can.



Fred C. Gatcombe, Rockland branch manager of General Seafoods.

"You've probably wondered if this plant will really be as large as the million-dollar figure implies. The answer is emphatically 'yes'. It will be equipped to handle 100,000,000 lbs. of fish annually. Compare that figure with Boston's 188,000,000 lbs. and Gloucester's 213,000,000 lbs., and you will get a very clear picture of the magnitude of the proposed plant.

"Our plans, to be a little more specific, are to make Rockland the principal Atlantic Coast repair base for our '40 Fathom' fleet and to install all the modern facilities and conveniences which will enable Rockland to become one of the finest seafood ports on the East Coast.

"Our aim is to establish a centralized industry for Rockland. When we have completed our construction, we will be able to offer the fishermen of Rockland a modern filleting and fish freezing plant, facilities for loading and unloading, conveniences such as ice and oil depots, complete shipyard facilities, and more than ample room for them to spread their gear and spruce up their ships.

"General Seafoods dates back 20 years, to 1926. At that time Clarence Birdseye and Westmore Hodges organized the company. Actually, it was more of a laboratory than a company. Their aim was to freeze packaged fillets so rapidly that the freshness and quality would not be impaired.

"The following year the plant, which was built in Gloucester, started production, and two years later the company was purchased by General Seafoods Corporation.

"From a one-plant company, the enterprise grew rapidly and today it is the largest in the country. It now has 28 plants



Executives of Bluepoints Co. at the Rockland launching, left to right: R. S. Schacht, sales manager; Myron Van Essendelft; August MacTaggart, branch manager at Milford, Conn.; J. M. Lednum, production manager; Paul O. Mercer, president and general manager; K. F. Schaeff, controller; and George Remmer, West Sayville, N. Y. plant manager.

located on the eastern seaboard and the Gulf Coast—from Rose Blanche, Newfoundland to Port Lavaca, Texas. It has a total of 98 boats engaged in fishing, shrimp and oyster. It conducts a complete industrial operation, beginning with the catching of fish and following through to the point where the packaged product is placed in the grocer's freezer. There they are recognized by the housewife by their familiar brand-names—"Birds-Eye", "40 Fathom", "Bluepoints" and "Sealshipt".

The day's program commenced at noon at the Hotel Rockland with an invitational luncheon at which 75 General Seafoods executives, State and City officials and guests enjoyed a turkey and lobster banquet. Fred C. Gatcombe, branch manager of the General Seafoods Fisheries and Shipyard Divisions in Rockland, and president of the Chamber of Commerce, was master of ceremonies. E. C. Moran, chairman of the City Council, extended Rockland's official welcome to General Foods, and commented on the City's good fortune in being selected as a site for a General Seafoods branch.

Responding to this welcome was Clarence Francis, chairman of the board, General Foods Corp. who cited the development of the American food industry and told how Rockland would become an increasingly important factor in producing and distributing the products of the sea.



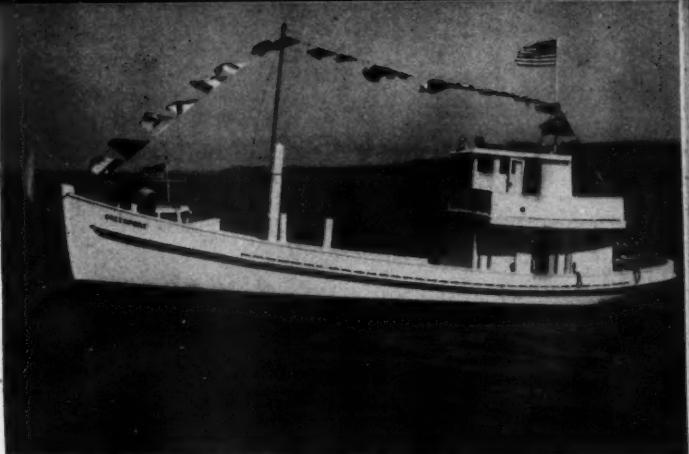
Rodney E. Feyler, fish buyer for General Seafoods at Rockland, left; J. Lawrence Alphen, president of General Seafoods; and Richard E. Reed, commissioner, Maine Sea and Shore Fisheries.

Following the remarks of Mr. Francis, several branch managers of General Seafoods and special guests present were introduced. These included Richard E. Reed, Commissioner of the Maine Sea & Shore Fisheries Department; Charles E. Jackson, general manager of the National Fisheries Institute; Ralph Starr Butler, vice president of General Foods; Paul O. Mercer, president of Bluepoints Co., Inc.; August MacTaggart, new manager of the Bluepoints Milford, Conn. plant; LeGrant Chapman, new manager of Bluepoints at Greenport, N. Y.; George Remmer, manager at West Sayville, N. Y.; J. M. Lednum, Bluepoints production manager; Earl A. Sylvester, manager of the Company's fish by-products plant at Woburn, Mass.; Robert Merchant, Gloucester branch manager; Ben S. Morahan, manager at New Orleans, La. and Frank A. Perry, fisheries plant manager at Rockland.

Special recognition was given to Rodney E. Feyler, now fish buyer at Rockland for General Seafoods, who well may be termed the father of the Rockland fishing industry. He started the scallop business at Rockland in 1919 and was widely known as the "scallop king". In 1929 he bought the first dragger catch at Rockland, a 450-pound trip landed by the *Isabelle*, which took Feyler 3 days to sell.

The *Milford*, first of the two 72' oyster dredgers to be launched, was christened by Mrs. August MacTaggart, with Mrs. J. Lawrence Alphen as Matron of Honor. The boat promptly started down the ways only to come to a halt at the water's edge. Racing against the falling tide, the yard crew instantly hauled and within a half hour had the dragger afloat.

The *Greenport*, built on the same ways ahead of the *Milford*, was then christened by Mrs. Jens Jensen, wife of the retiring *Greenport*, L. I. branch manager of Bluepoints, assisted by Mrs. Clarence Francis as Matron of Honor. This vessel glided into the water with perfect form, marking a fitting culmination of activities which featured the opening of a new era in the



72' oyster dredger "Greenport" after launching at Rockland, Me.

history of Rockland. A buffet lunch was served by the yard to all visitors at the launching.

The new oyster dredgers will be operated by Bluepoints Co., Inc., a division of General Seafoods, and will be based at the ports for which they were named.

The vessels are modernly designed to provide ideal working conditions for the crew. While their regular operation will require only day trips, berthing accommodations are provided for 6 men in the fo'c'sle and for one in the pilot house.

The vessels have an overall length of 72', beam of 20'6", and draft of 7'6". Tonnage is 50 gross and 34 net. Oyster carrying capacity is 82 tons. Construction is exceptionally heavy, with 3 1/2" double sawn oak frames, 2" yellow pine planking and moulded deck beams.

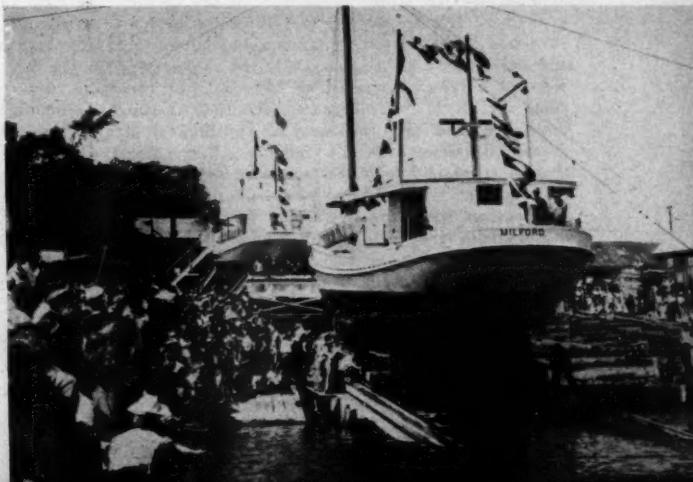
The deck-house is placed directly over the engine, with the forward section forming a light, airy upper engine room, with a floor grating aft offering access from doors on the deck, port and starboard, as well as entrance to the galley located in the after end of the house. The galley is compactly arranged, and has drop windows on three sides. A Shipmate oil-fired range, sink, dresser and counter-height refrigerator are placed against the after bulkhead, forward starboard of which is the mess table. A toilet room, at the forward port side of the galley is reached from the deck.

The pilot house is unusually large and allows good vision through five forward windows plus side and aft windows. It is fitted with a Kelvin-White compass, and the engine room uptake goes through the center of the floor. A hatch opens to a vertical ladder from the engine room grating. Doors on either side open onto the Texas deck, which has an enclosed plywood panel rail, and from which a ladder connects with the after main deck.

Power is furnished by a 165 hp., Series 71 General Motors Diesel with 4.4:1 reduction gear, which swings a 50 x 30 Columbian propeller to give a speed of 12 knots. A 306-gallon fuel oil tank is located port and starboard of the engine, while in the after section of engine room there are two 110-gallon fresh water tanks. A Way-Wolff oil-fired hot water heater supplies convector-type radiators throughout the vessel. Batteries are

(Continued on page 42)

Oyster dredgers "Milford" and "Greenport" on launching ways.



Hybrid Oysters Would Aid Production

Dr. T. C. Nelson Urges Selective, Cross Breeding and Introduction of New Species*

OYSTERS are a farm crop raised under water, and like the land farmer the oyster farmer is thoroughly familiar with hard work. But in the application of science to his industry the oyster grower is a good half century behind his brother on the land. Aside from the improved sanitary conditions in our shucking houses which have grown out of our knowledge of bacteriology, oyster growers today are making use of but one scientific finding; the prediction of time and probable intensity of setting based upon: (1) the microscopic examination of water for oyster larvae; and (2) the condition of spawning of adult oysters.

Application of these methods, together with much more accurate observations of the onset of spawning carried on chiefly at Milford, Connecticut, by scientists of the Fish and Wildlife Service, have been the most important factors in the recovery of the Long Island and New England oyster industry since the mid nineteen twenties. Restoration of the inshore spawning beds of Connecticut has yielded financial returns to the oyster growers many times greater than the cost of all the research.

What do we know about inheritance in oysters? The answer is—virtually nothing. We do know that throughout the world over fifty different species are recognized and that these species breed true. To date I know of no clearly proven case of hybrids among these shellfish. Within each species exist fairly clear cut regional varieties.

Oyster growers in New Jersey, at least within my memory, have always stressed the value of introducing oysters from other areas. They insist that crossing must occur since the intensity of setting and the vigor of the stock seem to rise after such importations. Scientific proof does not exist either of crossing or of increased vigor following the importation of oysters from outside. It costs money to bring in oysters from a distant point, hence I doubt if such importations would be continued unless there were pretty clear evidence of its beneficial results.

Rate of growth and ultimate size are hereditary factors which in other animals and plants have been shown to be handed on according to definite patterns of inheritance. G. W. Martin working in our own laboratories showed twenty years ago that of oyster spat which attach at the same time on glass plates where they are able to grow without obstruction from other spat, some may grow as much as three times more rapidly than others nearby.

The European Oyster

What do we know about the factors of size and rate of growth in the oyster? In the European oyster *Ostrea edulis*, Professor J. H. Orton of Liverpool, showed in 1925 that in the Fal Estuary in England 42% of the oysters on the beds were of a type recognized as "dumpy". In these the growth rings are much closer together, the shell is rough, frequently misshapen and the thickness is appreciably greater due to greater thickness of shells, not to a larger meat. He states that in general such oysters are from two to three years older than normal oysters of the same size. Because of the prohibition against removing oysters of less than two and one half inches from the beds Orton found a higher percentage of dumpy oysters among the small oysters under two and one half inches than among those above this size.

I have recently suggested that one contributing cause of the decline in oyster production in the Chesapeake Bay has been



Dr. Thurlow C. Nelson

the "three inch law" in accord with which all small oysters must be returned. Where dwarfed oysters are present it follows that their number will steadily increase since their slower growth will keep them below three inches longer than required for normal oysters. In many cases the dumpy oysters may never exceed three inches in length. Owing to the slower growth of the "dumps" a larger proportion of these was being thrown back on the beds than of normal oysters, resulting in almost one half of the oysters being "dumps" at the time of Orton's investigation.

In the European oyster we have the great advantage in that prior to being shed into the water the larvae can all be traced back to at least one parent, the mother, on whose gills they lie. The fathers are unknown since oysters are not self impregnating, but the eggs on the gills are fertilized by sperm carried in with the incurrent stream of water. In Orton's observations there was an equal chance therefore of sperm from normal and of dumpy males fertilizing the eggs of the dumpy mothers. Assuming that Orton is correct in his assumption that dumps produce as vigorous larvae as normal oysters, it is probable that at least one quarter of the larvae on these beds came from parents both of which were dumpy while one half of them had either a dumpy father or a dumpy mother.

Japanese and Australian Oysters

The rate of growth and the size attained by the Japanese oyster in the Pacific northwest is well known. The meats of oysters, eighteen months after their importation as spat to Olympia, Wash., ran eight to the pint, sixteen to the quart, or at the rate of sixty-four to the gallon. If it were possible to obtain in our eastern oysters the rapid growth of the Japanese oyster it would revolutionize our industry. The cattlemen takes three years to grow a fifteen hundred pound steer for market. The oysterman requires six years, or just twice as long, to grow a one ounce oyster. It just doesn't make sense, and the time has come when oyster growers and scientists should combine to remedy the situation. We know from our studies in Delaware Bay that the survivors from the intense sets on the Cape May shore rapidly outgrow oysters from elsewhere in Maurice River Cove. During studies of water pumping it was found that two year old Cape Shore oysters could outgrow eight and ten year old Barnegat Bay oysters by two or three to one, thus giving evidence of their much greater vigor.

Frequently the survivors each represent the one oyster out of 630 spat per square inch which reached the end of the first year. The others were crowded out and smothered by their fellows. As yet no one has bred exclusively from such fast growers and proved that they will pass on this capacity for rapid growth to their offspring. May I suggest, however, that the improvement of New Jersey stock over the years following the introduction of southern oysters may be due to this very vigor. The imported stock which I have seen is mostly bunched with many long "cat tongue" oysters among them. As such they are of little value as market oysters, but being the survivors of heavy sets they may have passed along to their offspring the vigor which they themselves were prevented by crowding from exhibiting.

Another oyster in which I am deeply interested is the Australian oyster, *Gryphaea cucullata*. T. C. Roughley undertook to fly some to us in New Jersey last October but his plane was delayed in warm weather at Hawaii. Mr. Roughley tells me that all Americans with whom he has talked in Australia claim the superiority of *cucullata* over our own *virginica* in flavor.

What the industry needs at this time is a thorough and unbiased study of the more promising foreign oysters together with efforts to hybridize them with each other and with our own eastern oyster. A hybrid with its increased vigor should grow to full market size in two years thus enabling the oyster planter to turn his money over three times where now he turns

(Continued on page 38)

* Excerpts from a speech delivered at the recent Oyster Convention by Dr. Nelson of Rutgers University and New Jersey Oyster Research Laboratory.

Surf Clam Industry Has Rapid Growth

James R. Westman* Traces Developments in Harvesting and Processing on Long Island

THE surf clam industry belongs to that category of enterprises which originated under the stimulus of war-time demand. Within the short span of three years (1943-1946) the production and processing of surf clams as a food item has reached the rather astonishing volume of more than 24,000,000 lbs. of shell stock annually, or nearly 4,000,000 lbs. of processed clam meats.

In view of this rapid development and continued post-war demand, one can justifiably question why this industry was not developed in pre-war years. The skimmer clam, however, was not suited to the conventional methods of washing and processing generally employed with other shellfish, and modified methods had to be developed through commercial research.

Surf Clam Bait Industry

For many years prior to 1943, there was a moderate production of surf clams as bait for commercial and sport fishing boats in both Long Island and New Jersey. To a much lesser extent, surf clams were also used as food.

The dredge used was usually from 18" to 28" in width with a knife rather than teeth, in front of the flat bar scoop which sloped upward and backward toward the bag. The depth of the blade was from 6.5" to 9". The so-called "Sheepshead Bay" dredge had a more or less straight leading edge to the knife and frequently was adjustable to the desired depth. These dredges were towed by a rope, usually fastened to a special stanchion, and were hauled in either by the rope and winch (through a pulley from the boom) or by additional steel cable and winch. The vessels engaged were of the conventional, small dragger type.

Establishment of Food Industry

For many years, one of the chief producers of surf clams made repeated efforts to interest commercial canners in developing the mollusk as a food product. Despite these efforts, enthusiasm never appeared to be more than lukewarm; and what interest did exist seemed to cool quickly when the problem of sand removal from the clam was encountered.

Early in 1943, the Snow Canning Co., Inc., of Pine Point, Maine, was casting about for a supply of shellfish which might be successfully produced and canned in mass volume. Hogstrom Bros. of Freeport, L. I., arranged for a shipment of pilot size to the Snow Co. and this was followed, soon afterwards, by an order of 140 bushels per day. It was not long, however, before this demand began to increase steadily, and it continued to do so until, at times, 1500 bushels per day were received, either in the shell or in shucked form. Before the end of 1943, other business establishments on Long Island had become interested in the

* Senior Aquatic Biologist of the State of New York Conservation Department, Bureau of Marine Fisheries.

surf clam as a food item and had begun to take the steps necessary for establishing production and processing.

Advancements in Processing

In the beginning, the volume of clams to be processed was, as we have seen, quite small. First the clams were shucked at benches by regular hand shucking. The clam meats were then placed in a wire cylinder which was revolved by hand while streams of water under pressure were played on the clam meats. After this washing, the clams were squeezed (eviscerated) by hand and the clam meats packed into iced containers for shipment.

When received at the cannery, the clams were washed again, in a conventional type of blower, before further processing. Improved methods were devised for processing and waste disposal and a new system of washing installed. After the clams had been shucked, they were prewashed by paddling in large perforated tubs containing running water, and then washed again in the conventional type of blower. After these washings the clam meats were placed upon Monel metal tables, where the viscera were removed by hand, and then packed in iced containers for shipment. Other shucking establishments, which soon entered the industry, either dispensed with the prewash or accomplished it by moving the clams along a perforated rifleboard under streams of water. In these establishments, the shuckers also removed the viscera at the time the clams were shucked. The final product, as sold, was of several types: chilled or frozen-minced clams; canned-minced clams; chilled or frozen whole-clam meats; and New England type clam chowder.

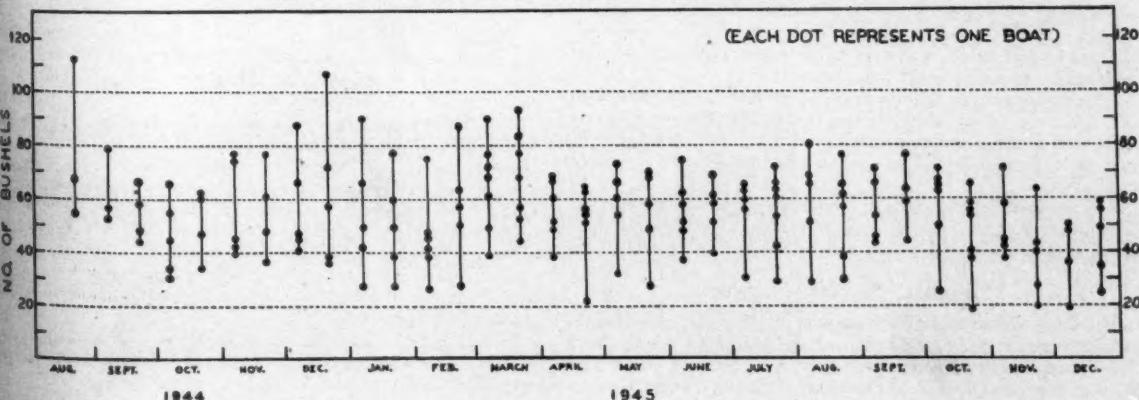
By early 1944, the number of establishments producing and processing the surf clam as a food item had increased to three, with the two later enterprises basing their operations, at first, upon the demand for the chilled or frozen products. By the end of 1944, the Bluepoints Co. had erected a small cannery at their West Sayville plant and had commenced to can minced clams. Their shucking plant at East Marion was also in operation. In addition, the Woodcleft Fish Co. had established a shucking plant at Greenport and the clam meats from this plant soon began to be used for canning by New England firms.

Methods of Harvesting

The establishment of the food industry on skimmers did not, for a long time, change the basic principle of gear and operation, although many small craft entered the fishery by using small dredges. The design of some dredges later became slightly modified; the knife was rounded so that the leading edge became an arc, and the bars were given a more gentle slope. The customary practice was to dredge for about one-half hour before lifting.

(Continued on page 30)

Catch per trip, by half month averages, of selected group of boats.



Virginia Allocations for Harbor Improvements

Under provision of the recently enacted Rivers and Harbors bill, Virginia will receive approximately \$5,000,000 for waterway improvements, \$65,000 of which will be for new projects, during the fiscal year ending next June 30. The Newport News Creek project, calling for a 12' channel at mean low water with widths ranging from 60' to 200' from deep water in Hampton Roads to the Municipal Boat Harbor, is included in the bill. A turning basin and anchorage, 12' deep, 220' wide and 400' long, would be provided in the upper end of the Harbor.

The estimated Federal cost is \$109,000. Users of the proposed area, except the Federal Engineers' Department, would pay toll to meet amortization of the investment and maintenance costs.

Crabmeat Production Increases

Production of fresh picked crabmeat in the Hampton area totalled 19,643 lbs. the week of July 19, as compared to 18,000 lbs. the previous week. However, the heavy production caused a slump in prices, from \$1.75 to \$1.00.

Some of the Tangier crabbers are now using drag nets for catching crabs. These are giant scrape bags, from 10' to 14' wide, weighted down with lead slugs at the mouth of the bag. It takes two men, wading on the crabbing bottom, to pull the bag along. Despite its seeming clumsiness, however, it can catch five or six times more than the ordinary scrape.

Ben Fudd, one of Tangier's best hand-netters, is catching 5,000 peeler crabs a week. Two Tangier crab men, Capts. Charlie Williams and George Pruitt are running hard crabs to Crisfield, Md. They buy 50 barrels of hard crabs daily from Tangier crabbers.

Some of the Tangier crabbers rake clams on Kenton Bar in Cod Harbor at the southern end of Tangier Island after making their daily crab catches. The average clammer in this area digs about 200 clams in the afternoon, and sells them for 3c apiece.

Norfolk Area Landings

Landings in the Norfolk area for the month of July amounted to 2,784,000 lbs., an increase of 511,000 lbs. over June landings, and an increase of 556,000 lbs. over July, 1945 landings. Of the total, 2,743,000 lbs. came from pound nets, while 41,000 lbs. were landed by druggers. Croakers accounted for the largest percentage of the total, with 1,797,000 lbs., followed by sea trout, with 699,000 lbs., and butterfish, with 90,000 lbs.

Maryland Has Big Oyster Set in Tangier Sound

The oyster set in Tangier Sound during 1945, with the exception of Great Rock, was the best in seven years, according to the Maryland Department of Research and Education. The set covered Pocomoke Sound and Tangier Sound and its tributaries. Officials maintain that the heavy rains of last year made the waters less salty, which in turn meant that screw borers and other organisms could not survive.

Observations made in June revealed virtually no Winter killing and only insignificant damage by drills. On the basis of these facts, the Department believes that the 1945 crop of oysters in Tangier Sound will be an important factor in future production.

An increase is expected in the production of oysters in Chesapeake Bay this season, as a large number of persons have leased grounds, some of which will be worked this year.

"Potomac" Is New Flagship

The Coast Guard cutter *Potomac*, the late President Roosevelt's private yacht, is the new flagship of the Maryland fishing fleet. The *Potomac* was exchanged for the yacht *DuPont*, which the State of Maryland loaned to the Coast Guard in 1942.



The 45' x 12' "Goldenlight" owned by Harrison and Williams of Harryhogan, Va. Powered by a 40 hp. Palmer gasoline engine turning a 26 x 18 Hyde propeller, the boat has a capacity of 9 tons. She is equipped with Gold Medal nets made by Linen Thread Co. and Plymouth rope.

Big Rockfish Catch

Capt. Clarence Edwards and crew of Piney Neck caught 12 tons of rockfish one day recently. Many of the fish had to be returned to the water because they were over the maximum weight. Dealers at Rock Hall paid between 25 and 30c per pound for the fish.

Cold Storage of Crabs

The supply of crabs was greater than the demand the end of July, and packers wrapped a large quantity of soft crabs and placed them in cold storage. The fishermen received 2½c apiece for soft crabs, which were mostly small, and 5c for hard crabs.

Association Elects Officers

Recently elected officers and Executive Committee members of the Maryland Commercial Fishermen's Association are as follows: Stewart Edwards, Rock Hall, president; Joseph L. Henderson, St. George's Island, vice-president; George L. Ball, Jr., Eastport, treasurer; John Price, Choptank, secretary; and D. Franklin Beck and Richard Baines of Baltimore and Cecil Counties, respectively, Executive Committee members.

Allotment for Waterways

The allotment by the War Department for Eastern Shore waterways, all for routine maintenance, was as follows: Chester River, \$6,000; Warwick River, \$42,000; Cambridge Harbor, \$30,000; Crisfield Harbor, \$37,000; Pocomoke River, \$33,000; Ocean City Harbor and Inlet and Sinepuxent Bay, \$170,000; and Herring Bay and Rock Hall Creek, \$15,000.

Gates Firm Reestablished at Annapolis

The firm of Nat Gates, Jr. & Son, formerly of Crisfield, Md., has been reestablished adjacent to the Annapolis Yacht Basin, Inc., at 90 Compromise St., Annapolis, Md., by Harvey E. Gates, owner and manager.

Recently returned from the service, in which he was attached to a shoreside ship repair unit, Gates is now prepared to offer 24-hour repair service to fishermen. His machine shop is equipped to service Hettlinger and Gates Bull Dog oyster dredge winders. The equipment includes an automatic milling machine, a 26" lathe rigged to take any shaft up to 6½", a planer, a highspeed 12" precision lathe and drill presses. There is other machinery on order which will add to the production of the shop. A full line of hand and bench tools is available to handle any type of repair work.

Among items handled by the Company are Universal engines, Gates dredge winders, marine tungsten ignition parts, gasket material and oils.

North Carolina Research Laboratory Proposed

In his opening address at the three-day conference of the North Carolina Board of Conservation and Development, held July 22-24 at Morehead City, Governor R. Gregg Cherry proposed the establishment of a fisheries research laboratory at some point on the coast. He pointed out that some of the questions which fishermen seek answers to are the steps, if any, which may be taken to revive the industry, whether or not certain sea products are now being neglected, if the techniques of harvesting the sea can be improved and made more profitable, and why North Carolina's oyster harvest lags behind that of other coastal States.

Following the Governor's speech the commercial fisheries committee heard requests and grievances of fishermen. Walter N. Lewis of Morehead City asked that the Board consider rescinding the War emergency measure which allows menhaden boats to take food fish.

Monroe Gillikin of Roe requested an amendment to the regulation regarding fishing in the vicinity of Horne Point Reef, the size of net mesh allowed in Core Sound, and contended that deep dredging in these waters had ruined oyster beds. W. H. Lupton of Lowlands suggested that a regulation be made allowing no larger than a 5', 175-pound oyster dredge.

W. John Price, vice-president and general manager of the Beaufort Quick-Freezing Co., reported that the new Beaufort plant will be able to handle 20,000 lbs. of fish daily. However, he declared that it would be possible to preserve a million lbs. at the height of the fishing season.

John Smith, an Atlantic fish dealer, asked for a regulation allowing scrap fish to be sold for fish meal instead of being thrown back into the water.

William Wells, Southport, requested a closed shrimp season in inland waters during the spawning season from March 1 to July 15 of each year. He also asked that the law be strictly enforced regarding the size of mesh used in shrimp nets, that a reciprocal shrimping agreement be worked out between North Carolina and South Carolina, as well as other States, and that the law passed to preserve sturgeon be rescinded.

According to a report by Capt. John Nelson, fisheries commissioner, there was a general increase in the production of food fish from July 1, 1945 to June 30, 1946. The amounts of the various species were as follows: clams, 26,610 bushels; oysters 334,567 tubs; soft crabs, 30,151 dozen; and hard crabs, 4,451,520 lbs. The menhaden catch showed a 20% increase.

To Survey Coast and Inlets

Army Engineers recently announced that they will make an aerial survey of the North Carolina Coast and inlets at an early date to determine present conditions.

Fishermen are in favor of wider and deeper inlets from Pamlico Sound to the Ocean, and maintain that the larger inlets will permit more fish to enter the Sound to spawn, and also will increase the salinity of the water. This is important in the



The 40' shrimp boat "Evelyn II" owned by Capt. Dan Thorpe of Valona, Ga. She is powered by a Caterpillar Diesel D4600.

production of clams, oysters, crabs and shrimp. They further point out that deeper and wider inlets would permit many fishing boats to proceed to a North Carolina fishing port.

Commercial Fishing Committee

As part of their new "Program of Works", the Morehead City Chamber of Commerce recently set up a commercial fishing committee which will facilitate Chamber of Commerce work. The committee consists of Gordon C. Willis, chairman; Charles Tolson; J. B. Rice; George Adams; Ottis Purifoy; Carroll Ballou; Llewelyn Phillips and Tony Seamon.

Oyster Season Shortened

The North Carolina Department of Conservation and Development has shortened the oyster season by two weeks. It will now open on October 1 and close March 15.

Waterway Improvements

The Federal Government has allotted \$5,216,000 for maintenance of rivers and harbors and for flood control in North Carolina during the next year. Allocation of funds in the Beaufort area is as follows: inland waterway from Norfolk to Beaufort Inlet (Norfolk District), \$164,000; inland waterway from Norfolk to Beaufort Inlet (Wilmington District), \$103,000; Neuse River, \$13,000; Drum Inlet, \$13,000; Beaufort Harbor, \$15,000; waterway connecting Pamlico Sound and Beaufort Harbor, \$13,000; channel from Back Sound to Lookout Bight, \$13,000; inland waterway, Beaufort to Cape Fear River, including waterway to Jacksonville, N. C., \$135,000; and Morehead City Harbor, \$75,000.

New Shrimp Trawlers

Two new shrimp trawlers, the *Paula Francis* to be skippered by J. E. Mansfield, and the *Mary Rose*, to be commanded by Boyd Moore, recently were added to the fleet of Paul Fodale, Southport. The craft were built by Pamlico Engineering Co., Washington, have a capacity of 28 net tons, and are powered by 165 hp. Gray Marine Diesels. This addition brings Fodale's fleet to a total of 5 Diesel powered shrimpers.

Fred McDonald of Henry's Landing is building a 49' shrimp trawler for Sidney Hewett, Lockwoods Folly. The vessel will be powered by a 135 hp. Gray Marine Diesel engine.



Haul netters wading in Pamlico Sound, N. C. to take croakers.

Florida Fishermen Meet To Make Price Demand

Fishermen from 31 West Florida ports met with agents of the Gulf Coast District Fishermen's Union at St. Petersburg on July 19, and voted to cease operating their boats in the event that dealers decided to pay less than 12c a pound for grouper and mullet and less than 20 to 24c for trout. Delegates also voted not to accept a reduction in price because of size or weight of the fish.

Ruskin fishermen, who went on strike on July 6, resumed operations on July 21. Two of the three wholesale fish houses in the Town contracted with the Union to purchase mullet at 12c a pound. In addition, buyers agreed to pay 22c a pound for trout, 2c more than previously. Snook and redfish remained at 12c.

Heavy catches have prevailed in Florida for the last several weeks, and this, coupled with a normal slack market season encountered in mid-summer, probably accounted for the price break.

To Fight Foreign Sponge Competition

Meetings of the Mediterranean Fact Finding Board, a group recently organized to fight foreign competition in the sponge industry, were held at Tarpon Springs on July 17 and 22. Spokesmen for the Board maintain that since sponges have been arriving from Mediterranean producers, prices have slumped 50%. The Board is seeking public support for its petition requesting an increase in tariff rates in order to allow American sponges to compete with the foreign product.

John Theos was elected president of the Board, while Manuel Tsalakis was named secretary. They are to arrange a meeting with State Representative Archie Clement to prepare a petition to be presented to the Tariff Commission in Washington.

Mullet Key Closed

Mullet Key, in south Tampa Bay, has been closed to commercial fishermen by the Army as the result of a recent fire, of unknown origin, which destroyed thousands of dollars worth of Government property. The closing is a blow to fishermen, since the Key is a good spot for netting mullet and bait. Thousands of pounds of sea trout also are caught from the dock which juts out from the Key into Egmont Channel.

Anti-Netting Law Upheld

An injunction, sued for by three commercial fishermen to prevent enforcement of a St. Petersburg law prohibiting netting in certain local bodies of water, was denied recently. While the fishermen's plea was turned down, it was pointed out that the law does not extend jurisdiction beyond the stated bodies of water. There are several bayous and channels within St. Petersburg's limits where net fishing may be carried on.

Plaintiffs in the action were L. E. Price, L. S. Kenny and Erwin Thrasher, who attacked the statute on the grounds that it is unconstitutional.

Capt. Wetherell Gets New Shrimper

The new 53' shrimper *Marion* recently built by a St. Augustine boat yard for Capt. Ralph Wetherell of Daytona Beach, skipper of the *Snow White*, is having a 165 hp. General Motors Diesel installed at Daytona Beach Boat Works. The vessel will be used either in shrimping off the coast of Daytona Beach or in transporting fish and crayfish between West Palm Beach and the Bahama Islands.

New Shark Plant

The Eureka Products Co., Bokeelia, a new firm for processing sharks into dog food, Chinese soup, sun sandles, medicine and novelties, expected to start heavy production the week of July 29. The firm owns one boat, a 55' vessel skippered by Nick Armeda, which carries a crew of four. Besides the firm's own boat, six local fishermen have agreed to fish for the Company.

Officers of the concern are Gus Hendry, president; Del Grover, vice-president; and Jim Hall, secretary and treasurer.



The shrimper "Robert Junior" owned by William T. Baxter, Port Orange, Fla. She is powered by a Lathrop D-50 Diesel with 2:1 reduction gear, turning a 36 x 30 wheel at 425 rpm.

Millville Fisheries in Operation

The Millville Fisheries, Foot of Sherman Ave., Millville, Fla., owned by Cleve Boyed and Hugh M. "Mike" Calvert, recently started operations. Wholesale producers and shippers of seafood in season, this new enterprise can cook 4000 lbs. of crabs daily and keep 30 pickers busy. The scallop department has a 400-600 lbs. daily capacity.

Market News Office Moves

The Jacksonville Market News Office of the Fish & Wildlife Service has moved from 221 W. Adams St., Zone 2, to 311 W. Monroe St., Zone 1, P. O. Box 4635. The new telephone number is 5-4844.

Tarpon Springs Sponge Sales

July sales on the Tarpon Springs Sponge Exchange amounted to \$380,617, as compared to \$474,895 in July, 1945. Sales for 1946 through July 31 were \$2,109,516 as compared to \$2,108,056 during the same period of 1945, and \$1,857,597 during the first seven months of 1944.

Sales during the month included 2,861 bunches of wool, \$328,617; 1,675 bunches of grass, \$35,989; and 607 bunches of yellow, \$16,011.

Rivers and Harbors Work

Army Engineers have allocated \$8,721,900 for rivers and harbors work in Florida during the fiscal year ending June 30, 1947. New construction allotments include Miami Harbor (Biscayne Bay), \$5,000; and Tampa Harbor, \$219,400.

Maintenance allocations include the following: Fernandina Harbor, \$44,000; St. Augustine Harbor, \$30,000; Fort Pierce Harbor, \$32,000; Port Everglades (Hollywood) Harbor, \$30,000; and Miami Harbor, (Biscayne Bay), \$75,000.

Alabama Expects Average Shrimp Catch

Alabama's shrimp season got underway on August 12, almost two weeks later than last year's season. According to a survey by the Game, Fish & Seafoods Division of the Conservation Department, the shrimp in Mobile Bay and Mississippi Sound are of fairly good size, and it is anticipated that the 1946-47 catch will run about the same as in the past 4 or 5 years.

The shrimp season usually lasts until some time in June, depending upon the supply. The legal size of shrimp in Alabama is 40 or less to the pound.

Louisiana Canners See Larger Shrimp Pack

Approximately 75 delegates from the Eastern and Western seabards and the Gulf Coast States attended the convention of the National Shrimp Canners Association, held at New Orleans on July 16 and 17. An increased supply of canned shrimp, at lower prices, was foreseen by the canners. The anticipated step-up in output was attributed principally to improved labor conditions, installation of new machinery and the removal of wartime restrictions.

Miss Margaret Park, head of the Fisheries Division of the National Canners Association, Washington, warned of coming competition from foreign countries. She stated that the signing of the British loan has committed the United States to free trade and the lowering of trade barriers.

Other speakers included Carlton Crawford of Palacios, Texas, president of the National Shrimp Canners Association; and Charles E. Jackson, general manager of the National Fisheries Institute.

Newly-elected directors of the Association are as follows: G. E. Burgess, Julian McPhillips, C. M. Carriere and Ray Robinson, New Orleans; A. B. Chauvin, Bertoul Cheramie, T. B. Holcombe and E. M. Lapeyre, Houma; A. B. Dorgan, Jr., John Mavar, Jr., and S. M. Sekul of Biloxi, Miss.; Tilman Flagour, Galveston, Texas; James McPhillips of Bayou La Batre, Ala.; P. M. Ploeger, Jr., of Darien, Ga.; and Mr. Crawford.

New Commercial Fishing Laws

Several new laws pertaining to commercial fishing were enacted by the 1946 Legislature, and went into effect on July 31. Included among these was a provision which prohibits any shrimp boat not tied up during the closed season in inside or outside waters from having on board any trawl more than 16' in length. However, in the case of the closed season in inside waters, a vessel may have a trawl over 16' in length on board if it is in the actual process of moving into outside waters. There shall be no baiting or other method used to naturally attract shrimp to particular or limited areas for the purpose of enlarging the catch or destructively taking immature shrimp.

The legal size of hard shell crabs was reduced from 6 to 5", a minimum length of 12" was set for gaspergou, and a minimum size of 14" was provided for willow cat.

All netting used for the taking of salt water commercial fish must be marked with tags furnished by the Department of Wild Life & Fisheries, and failure to have the tags shall be considered illegal use of such netting. Persons fishing with trotlines must purchase a commercial fisherman's license.

The words "by any means whatsoever" were added to the law prohibiting the obstruction of the free passage of fish in any stream. A free passageway for fish is defined as a minimum opening of 5' in width, extending from the surface to the bottom of the water in the deepest portion.

Crab Trawling Outlawed

Declaring that many crabs are killed when taken by trawling, J. C. LeBlanc, director of the Enforcement Division of the Wild Life & Fisheries Department, recently stated that anyone who engages in such practices will be arrested by enforcement agents. Catching crabs with seines, nets or by any other means than trawling is permissible.

Golden Meadow Shrimp Fleet Blessed

Golden Meadow held its annual blessing of the shrimp fleet on August 4. The custom was originated in England, and was started in Golden Meadow in 1916.

To Transplant Oysters

The Division of Oysters and Water Bottoms of the Louisiana Department of Wild Life & Fisheries plans to transplant 10,000 to 20,000 barrels of oysters which are loose on the bottom of the Calcasieu Lake and Calcasieu River to other areas in the Lake.



The "Pearl Harbor" owned by Caliste J. LeBoeuf, Cut Off, La. She was built in 1942 and following Coast Guard service was recently returned to her owner. Her main engine is a 100 hp. Mack Diesel.

Rivers and Harbors Projects

Louisiana will receive \$8,353,400 for rivers and harbors and flood control in the fiscal year ending June 30, 1947. New projects include \$1,800,000 for the Gulf Intracoastal Waterway, New Orleans district, and \$160,000 for Bayous Petit Anse, Tigre and Carlin.

Bayou Teche was allocated \$14,000 and Cypress Bayou \$3,600, for operations and care, while \$75,000 was set aside for contingencies in the New Orleans district. Other allocations were made for maintenance.

Mississippi Sets Shrimp Season

The Mississippi Seafood Commission adopted an ordinance, effective July 31, which makes it unlawful for any person to take, have in his possession or offer for sale any shrimp taken from Mississippi waters between June 10 and the second Monday in August of any year. It further provides that salt water shrimp, legally taken and processed within the State, may be bought and sold at any time, and that salt water shrimp in the fresh state, legally taken during the open season, may be possessed for 5 days after the end of the season.

The transporting of salt water shrimp into Mississippi from other States by boat or vessel during the closed season is prohibited by the new regulation, as well as having a trawl of more than 16' in length on board any vessel not tied up in port.

The ordinance is not intended to interfere with the securing of shrimp for bait, but limits the quantity which fishermen may have on hand at any one time during the closed season. No shrimp may be caught in trawls or seines between the hours of sunset and sunrise.

Waterway Improvements

Mississippi will receive \$1,789,500 for rivers and harbors projects during the 1947 fiscal year. Maintenance allocations to existing Mississippi harbors and waterways include the following: Pascagoula Harbor, \$65,000; Biloxi Harbor, \$25,000; and Gulfport Harbor and Ship Island Pass, \$135,000.

Shippers Reject Shrimp Prices

The Biloxi Seafood Shippers Association, at a meeting held on July 29, decided to reject shrimp prices that the Fishermen's Association had indicated would apply during the coming Fall season. The prices of \$30, \$40 and \$45 per 210-pound barrel delivered to the wharf, were considered by the shippers as excessive.

In addition, seafood dealers would be required to assume the cost of ice used by the boats to preserve the shrimp while being transported from the fishing grounds to their docks.

Great Lakes Lamprey Bill Is Passed

H. J. Res. 366, authorizing and directing the Fish & Wildlife Service to investigate and eradicate the predatory sea lampreys of the Great Lakes at a cost of \$20,000 per year for 10 years, passed both Houses of Congress on July 30. Conservation departments of Great Lakes States are expected to match Federal funds in cooperating in the effort. The Province of Ontario also may participate in the program.

Trapping probably will be done with wire weirs, according to Dr. John Van Oosten, in charge of Great Lakes fisheries investigations for the Fish & Wildlife Service, although other devices such as electric shocking machines may be utilized. Dr. Van Oosten estimates that trapping of lampreys from early May to mid-July of each year will cost at least \$1,000 per stream in Michigan.

A new type of lamprey trap is in operation at the Manistique, Mich. dam. A strip of sheet metal is placed at the water's edge, tilted at an angle up which the eels can climb. When the lampreys reach the top, they drop into a trough filled with a gasoline mixture. However, the practicability of using this device on the hundreds of streams which the eels enter from the Great Lakes remains to be seen.

Rivers and Harbors Program

Army Engineers have allotted \$3,860,250 for improving Michigan rivers and harbors during the year ending June 30, 1947. Projects to be undertaken include the following: St. Joseph Harbor, \$21,000; South Haven Harbor, \$17,500; Holland Harbor, \$12,000; Grand Haven Harbor and River, \$48,000; Muskegon Harbor, \$15,000; Ludington Harbor, \$25,000; Manistee Harbor, \$22,000; Frankfort Harbor, \$18,500; Leland Harbor, \$12,000; and Charlevoix Harbor, \$7,000.

International Treaty Discussed

Dr. John Van Oosten, of the Fish & Wildlife Service, and Fred A. Westerman, of the Michigan Conservation Department Fish Division, spoke on the proposed Great Lakes-Canadian treaty at a meeting of Charlevoix, Mich. fishermen on July 17.

Mr. Westerman stated that the Michigan Conservation Commission had endorsed the treaty in the interest of establishing uniform fishing regulations, which long have been recognized as necessary for the better management and development of the fisheries of the Great Lakes. He further asserted that only



Naval veteran, Lloyd E. Mollhagen, left, and his father, aboard the 40' Diesel powered St. Joseph, Mich. tug "Faith". Young Mollhagen is the fourth generation of the family to fish Lake Michigan. His great-grandfather sailed a 35' sloop and set and lifted his hand-made net, while his grandfather used steam.

when uniform regulations are established can the fisheries of Great Lakes waters be utilized to their fullest extent consistent with their perpetuation.

Fishermen Repairing Equipment

Due to a flooded market and low prices for fish, several Grand Haven, Mich. fishermen suspended operations the latter part of July, and overhauled their boats and equipment. Eugene Hill and Martin O'Beck stopped operating entirely and a number of other fishermen are working a reduced amount of gear.

Several vessels in the Dunkirk, N. Y. fleet also have suspended fishing because of what their owners describe as unfavorable marketing conditions arising from exceptionally large catches of herring at various ports on Lake Erie.

However, Capt. Stanley Kulpa is continuing uninterrupted fishing with his new steel tug *Gloria May*. Landing between 4,000 and 6,000 lbs. a day, Capt. Kulpa said that his market connections remained favorable, and that no change was planned in his schedule of daily trips while the big herring run lasts.

Fish Planting by Air Observed

The second phase of the Wisconsin Fishery Division's experiments in the planting of fish by airplanes was observed by biologists at Madison lakes and at Shell Lake, Washburn County, on July 29 and 30. Planes dropped small-mouth bass and wall-eyed pike fingerlings in the lakes, and nets were placed in the water to catch the fish.

If planting from the air is proved feasible, the State's fish propagation and distribution program will be considerably speeded up, and costs will be reduced.

To Allow Smelt Dipping

The Wisconsin Conservation Commission recently approved an order which will allow dip netting for smelt next Spring in all the streams flowing into Lake Superior in Douglas, Bayfield, Ashland and Iron Counties. The new rule replaces emergency orders of last Spring which allowed dip netting only in designated streams. Under the new rule such netting will be allowed from the mouths of the streams and inland for a distance of half a mile in a straight line.

Poor Catches Attributed to Dredging

Fishermen along the south shore of Lake Huron have had one of the poorest seasons in years. Many believe that dredging operations in the Lake stirred up the mud and caused the fish to seek new spawning grounds. Fishermen maintain that a dredge boat operated over the largest pickerel spawning beds in the southern part of the Lake.



The 9-year-old tug "Lillie B" owned by Johnson Bros., Waukegan, Ill., is powered by a 100-120 hp., 4 cylinder Kahlenberg Diesel turning a 48 x 36 Kahlenberg cast steel propeller to give a fishing speed of 10 mph. at half throttle. She has an all welded hull of 1/4" plate and a wooden cabin with steel stanchions. Her frames are 1/2 x 2 1/2 spaced 15" apart except from bow stem to full beam where they are 7 1/2" apart for heavy ice conditions. She is equipped with Willard batteries, Fish Net and Twine Co. nets and a 32" Crossley lifter.

REPOWERED WITH WOLVERINE DIESELS

at the Wolverine Factory Wharf by Engine Experts

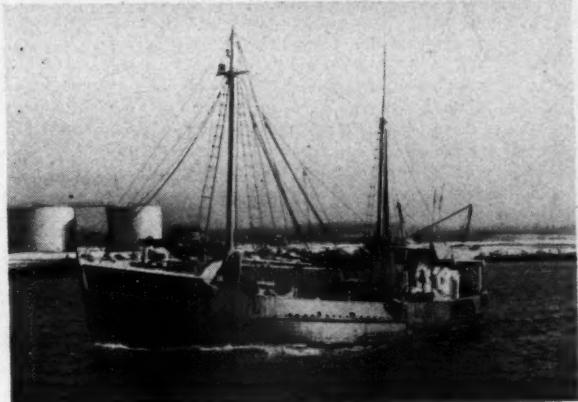
Two Boats, both in the Fishing Industry,
but doing a totally different
type of work

The "Emily Mansfield", an oyster boat owned by F. Mansfield and Sons Co., of New Haven, Connecticut, requires an engine which will furnish full power and speed to and from the beds, but while fishing, must operate smoothly at slow speeds and light loads over long periods.

The "Kingfisher", a dragger owned by Dr. Joseph P. Ponte, Jr., of New Bedford, Mass., must have an engine which has the stamina to withstand the heavy load imposed by towing for fish hours on end, as well as the ability to furnish full power and speed, for long periods in all kinds of weather, to and from the fishing banks.

Both rely on WOLVERINE DIESEL ENGINES for dependable power, trouble-free operation, low upkeep and the ability to "take it". Both engines were installed in their respective boats at the WOLVERINE MOTOR WORKS WHARF in Bridgeport, Connecticut. Both boat owners derived the advantages of a Factory supervised installation by Factory experts, with the added benefits of the Manufacturing Plant a short "steaming" distance from their home ports.

Regardless of the type of Fishing Business you are in, a WOLVERINE DIESEL ENGINE offers the same advantages to boat owners and fishermen alike.



Dragger "Kingfisher"

75' x 18' x 10½' Draft. Engine—6 Cylinder, 9½" x 14", 230 H.P. at 400 RPM. Propeller—56" x 36".



Oyster Boat "Emily Mansfield"

82' x 20' x 4½' Draft. Engine—4 Cylinder, 8¾" x 13", 140 H.P. at 400 RPM. Propeller—52" x 30", 4 blade type.

When building a new boat, or repowering an old boat, write WOLVERINE, or visit our Factory in Bridgeport and see heavy duty, dependable DIESEL POWER in the making.

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PIONEER ENGINE BUILDERS FOR OVER 50 YEARS

Maine Has Big Sardine Herring Strike

Sardine herring struck the week of July 29, and as many as 1500 hogsheads were reported at one time in weirs at Campobello. The fish, which were of excellent size and quality, were taken mainly at Deer Island, Grand Manan, Campobello and on the Perry Shore. It was believed that the herring were driven into the weirs by schools of pollock.

Sardine canners, who since April 1 have been required to keep their total pack in warehouses, secured a release from the Department of Agriculture on July 2 for approximately 55% of the pack. Some fairly substantial trade sales were made at approximately \$1 over the old ceiling during the 25 days while price control was off. However, now that price control is again in effect, sales are expected to be nil until OPA comes through with higher prices for the industry.

Studying Mussel Propagation

Experimental propagation of mussels is being conducted at Boothbay Harbor by the Department of Sea and Shore Fisheries and the Fish & Wildlife Service in an effort to find ways of assuring a constant supply. As a result of extensive digging, many of Maine's best mussel beds are said to be 90% depleted. The mussels in the town of Sorrento, which once supplied six factories, are now virtually extinct.

Sardine Packers to Export

The Maine Sardine Packers' Export Association recently filed papers under the Export Trade Act to export canned sardines packed in Maine and other New England States. The Association will maintain offices at Eastport.

Members are as follows: Addison Packing Co., Southwest Harbor; American Sardine Corp., Lubec; Seaboard Packing Co., Lubec; R. J. Peacock Canning Co., Lubec; North Lubec Manufacturing & Canning Co., North Lubec; Belfast Packing Co., Belfast; Holmes Packing Corp., Eastport; B. H. Wilson Fisheries, Eastport; Royal River Packing Corp., Yarmouth; and Stinson Canning Co., Prospect Harbor.

To Spray Cormorant Eggs

Sea and Shore Fisheries Department wardens will join with Fish & Wildlife Service experts this coming Spring in a large scale effort to control the ever increasing number of cormorants or "shags" along the Maine Coast. The present method of control is to visit the nests and spray the eggs with a chemical mixture that prevents them from hatching.

Rockland Has Heavy Landings

Fish arrivals at Rockland during the month of July totalled a record amount of 7,545,879 lbs.

Highliner for the month of the vessels under 100' in length was the *Helen Mae II*, Capt. Frank Ross, which landed 322,426



The sardine carrier "Shamrock", owned by Holmes Packing Corp., Eastport, Me. She is skippered by Capt. Lionel Leslie and has a capacity of 20 hogsheads.

lbs. She was followed by the *Jeanne D'Arc*, with 268,695 lbs.

The largest fare of redfish ever to be landed at Rockland was brought in by the *St. George*, Capt. Clyson Coffin, on July 18. The vessel had 220,000 lbs. of fish, 218,500 lbs. of which were redfish. The trip was landed at the General Seafoods plant, and was the largest Capt. Coffin's boat ever had made.

Carver's "Flo" Launched

Rockland Boat Shop, Rockland, launched the 75' dragger *Flo* for Capt. Charles Carver on July 31. She will have a 250 hp. Hendy Diesel, and will be skippered by Capt. Walter Ross, now of the *Little Growler*.

New Pearl Essence Plant

The Sea Essence Co., Lubec's second plant for the manufacture of pearl essence from herring scales, is now in operation in a newly constructed 30' x 40' building on Driscoll Wharf. The location is an historic one, the wharf having been built in the late 1870's. Some years ago the late Jeremiah Driscoll had a smokehouse on the wharf, and still later it was used to prepare pearl essence by early methods.

Two Boats Change Owners

The former Ramsdell sardine boat *Stag* which recently was operated by Rockland Packing Co., has been purchased by Sherman Denbow of Lubec for use in his smoked herring business. The gill netter *Cynthia*, originally owned by Capt. Ira Tupper of Vinalhaven and lately owned in Portland, has been bought by R. C. McFadden of Bath. Both boats are powered with Caterpillar Diesels.

New Dragger at Manset

The dragger *J. L. Stanley and Sons* which was launched in June by Granville P. Davis of McKinley, for J. L. Stanley & Sons Fish Co. of Manset, has joined the fleet of dragger operating for the Company. She is skippered by Capt. Derby Stanley.

The vessel is 57' overall, 57' on the waterline, and has a loaded draft of 9' and light draft of 7'6". Her fish capacity is 70,000 pounds.

Power is furnished by a D13000, 115 hp. Caterpillar Diesel fitted with a Joes 2:1 reduction gear, and 43 x 34 Columbian propeller, giving the dragger a speed of 10 knots. The engine was sold by Southworth Machine Co. of Portland.



The 57' dragger "J. L. Stanley & Sons" of Manset, Me., and her Caterpillar Diesel.



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Clam Industry Has Rapid Growth

(Continued from page 21)

The speed of dredging was governed by two factors: (1) breakage of clams; and (2) cut tongues (feet). These factors, in turn, were determined in part by the character of the bottom and the orientation of the clams. Stability of speed was also influenced by weather conditions and ground swell. In the beginning, speed was usually not more than 75' per half-hour, but this later increased to as much as 150' or more.

Nature and Source of Supply

When the skimmer was first established as a food industry, nearly all the harvesting was done from beds just off Jones Inlet. As more boats entered the fishery the skimmer area extended from East Rockaway Inlet to Gilgo, a distance of some 20 miles. Another area was also discovered in the vicinity of Fire Island Inlet, and several vessels began harvesting clams in that region. By the end of 1945 the total number of boats engaged in the fishery had increased from the original four or five to more than 50.

Clams in this so-called skimmer area occur in various degrees of concentration, with the higher densities forming streaks or ridges, in a sort of mosaic. The sizes of these streaks vary greatly; from only a few feet in extent to several hundreds of feet in length and breadth. The density of the clams on these streaks obviously is quite heavy, and in many instances they must be crowded together like cobblestones.

Early in 1945, the industry standardized upon 4 1/16", measured on the longest axis, as the minimum desired length for skimmers; and this size was written into the State Conservation Law in May of that same year.

Production Data

The production of skimmer clams rapidly increased from the original volume of 140 bushels per day, to a yearly total of more than 300,000 bushels during 1945.

In addition to the large number of boats, the effort per day became longer, towing speeds increased, and more short clams were taken in an effort to maintain or increase production. Thus, while the average catch per trip held up rather well until October, the subsequent decline caused a considerable discouragement. The catch per trip, by half-month averages, for each of seven boats has been plotted on the accompanying chart. Five of these boats are of the large, or large-medium type and two are skiffs. They all belong to the class of the more efficient operators and the catches represent clams of 4 1/16" in length or larger.

Problems and Solutions

Two major problems were encountered during 1945. First, cut tongues with the consequent loss in weight yields and influence on high scores and spoilage; second, the problem of declining abundance, with the increasing scarcity of densely populated streaks and the consequent crowding of boats on limited areas.

Cut feet are chiefly self-inflicted by the clam as a result of certain physical stimuli and conditions of capture. Some of the breakage is also self-inflicted. If a skimmer is tapped sharply on one shell, the opposing shell will sometimes break due to sudden retraction of the muscles. The mollusk frequently clamps shut on its foot, and the edges of the shell, together with the retractive pull on the foot, cause injuries of varying severity. If the foot is simply nipped off at the tip, the injury is not a serious problem. However, the foot may be cut and ripped off as far back as the pedal ganglion, and whenever the injury even approaches this severity, the clam soon gapes open. During warm weather, these gapers soon die, with consequent spoilage. The incidence of severely cut feet varied, during 1945, with the speed of dredging and the type of ocean bottom. Indeed, this incidence of injury varied all the way from 5% to a prohibitive 60%.

In order fully to understand the decline in abundance which occurred during 1945, it must be realized that in this case the degree of abundance was measured by a particular type of gear and the method of its use. Thus only those streaks with a density of clams sufficient to yield so many bushels of clams per drag by the particular gear and method were considered as an index of abundance. The crowding of boats on particular spots had

become severe and there was an increased enforcement problem with clams of sub-legal size.

The nature of the problem of abundance was clearly understood by a few in the surf clam industry, and this resulted (during the autumn of 1945) in a careful research into the efficiency of gear and method, since it was realized that this efficiency was not only relative to the problem of abundance, but also to the problem of cut tongues.

In studying the problem, several puzzling factors were apparent: first, the production of a twenty-minute drag was seldom double that of a ten-minute drag; second, while the dredging speeds were extremely slow, perhaps three or four feet per minute, an increase to only six or seven feet per minute might cause a severe incidence of cut feet; third, the feet of the clams would sometimes be double cut; fourth, dredges sometimes pulled out of the bottom during a drag, without the bag being full; fifth, the netting of the bags often frayed in a region about one-third of the way back from the forward end; and sixth, there was an obvious lack of any strong current of water through the bag, due to the very slow speed of dredging.

The dredges in use were only satisfactorily effective on streaks of unusual density. In other words, if a satisfactory pay-load was to be realized, the dredge had to operate in a sufficiently soft bottom and in a density of clams similar, probably, to that of cobblestones.

All these facts suggested that an entirely different principle of dredging should, if possible, be employed. Experiments with the hydraulic principle were therefore planned and these received great impetus by visual observations on the operation of the conventional type dredge during special experiments conducted in shallow water. These observations quickly showed, as might have been expected, that the conventional type of dredge piled up the sand badly and soon choked the bag in its forward region. Experiments with the hydraulic principle took the form of pumps, hoses, headpipes and jets, connected with the dredges.

By the end of the year the major difficulties had been overcome, and many boats began to install pumps, hose, etc. as a part of their regular equipment. It was discovered that streamlining the contour of the bars by sloping them backward and upward to a transverse, convex arc, and thus increasing the straining capacity of the bars, improved the efficiency of the dredge.

Results of Hydraulic Dredging

The use of hydraulic dredges had several important results: breakage and cut tongues were reduced to a negligible factor; production per unit-of-effort soared to approximately 100 bushels per trip; the area covered by the dredge in a single drag could be doubled or tripled, thus making it possible to utilize streaks of far less density; and regions of hard bottom, previously impractical for dredging, became available.

The use of pumps, however, posed a problem of increased sand removal, since greater quantities of sand were found within the shells. Another result of hydraulic dredging has been the greatly increased utilization of clam beds very close to the beach, since it has been found that the pumping method, as now used, is more applicable to shallow water than to depths of five or more fathoms.

The Conservation Problem

Just how this can best be accomplished in the case of the surf clam resource is a matter still open to some controversy. There are, however, certain facts which must be considered. It seems apparent that approximately six years, or more, is required by the skimmer to reach a satisfactorily economic size.

It has been found that the establishment of legal size limits is not practical due to a mortality-percentage of clams returned to the water, and to the reduced concentrations, or densities of streaks which have once been worked and filtered. During the hot weather months, high scores have posed a sanitation problem.

Available information suggests that closed areas and/or a limitation of effort are the principles of conservation most applicable at the present time. Limitation or a ceiling alone on the number of units would not appear to be adequate. It would appear, therefore, that some restriction of areas, for particular periods of time, must be included in any practical and effective management of the resource. It also seems apparent that more information is needed on spawning and the early life history of the surf clam.

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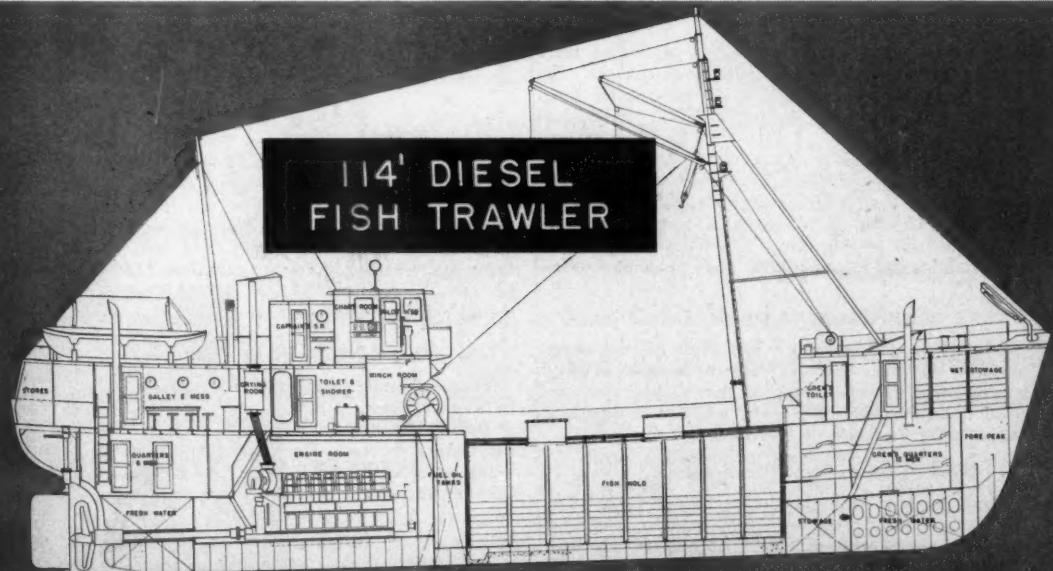
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Texas Shrimp Price Shows Increase

For the third time since suspension of ceilings, the price for bull shrimp in Texas has been increased. Latest price, fixed by the Texas Fishing Association, is 25½c per pound, effective July 15. This represents an approximate advance of 100% over the price received under ceilings.

Shrimping continued spotty during July, with few big takes being made. The average catch, according to Port Isabel shrimp dealers, was approximately 400 to 500 lbs. per boat.

New Shrimp Trawlers

The Western Shell Fish Co., Aransas Pass, is having three 50' x 16' shrimp trawlers built by a Corpus Christi concern. The vessels will be equipped with Caterpillar Diesel engines, Twin Disc clutches for power take-off, and Model 515-T triple-drum Stroudsburg hoists.

The Company has disposed of a large number of its smaller shrimp trawlers, and eventually expects to have a total of approximately fifty modern shrimp boats, from 50 to 60' in length.

Capt. S. C. Mathews of Port Aransas is building two 50' shrimp trawlers to add to his fleet. The boats will be furnished with Stroudsburg 3-drum hoists and Roebling towing cable.

"Gay" Runs Aground

The 38' shrimper "Gay", skippered by J. E. Watkins, and owned by the Deep Sea Fish Co., Port Isabel, recently went aground on the Mexican coast 50 miles south of Port Isabel, after she had developed engine trouble. The craft, which was valued at approximately \$5,000, was given up as a total loss.

New Aransas Pass Businesses

Ben Si Collins, formerly with the Collins Fish & Oyster Co., Aransas Pass, expects to have his own fish company ready for capacity operation by September 1. An 80' wharf has been constructed for tying up boats, and a building is being remodeled to house the plant.

Texas Gulf Stream Industries have leased additional space on Conn Brown Harbor at Aransas Pass for use in connection with a proposed quick-freeze and storage plant.

Excessive Salinity in Laguna Madre

Many of the fish in lower Laguna Madre are being blinded by what fishermen believe is an oversalinity of the water. There is a considerable migration of fish toward both Corpus Christi and Port Isabel. However, as yet there is no report of the wholesale death of fish, such as occurred during the Summer of 1945.

New Brunswick Herring Scales Market Drops

By C. A. Dixon

Despite the fact that the bottom dropped out of the market for herring scales during June when prices fell from 60c a pound to 10c, statistics reveal that during the months of May and June alone southern New Brunswick fishermen sold more than \$200,000 worth of sardine scales. During the first six months of 1946 more than a quarter of a million dollars worth of scales were produced, chiefly by Charlotte County seiners and weirs fishermen.

A group of weirs met to discuss the reduction in price, and the majority of them decided not to sell their scales. One weirsman dumped \$70 worth of scales rather than sell at prevailing prices. Fishermen say that they would be satisfied with 30c a pound.

Buyers have been forced to cut the price due to stiff competition from European countries, chiefly Norway and Spain. The foreign product is being sold in the market at lower prices than American manufacturers can quote, with scales at or near even a 50c level, or very much less in recent weeks.

Another factor contributing to the decline in price is the recent manufacture of a synthetic product, said to be as good as the essence obtained from herring scales.

Sardine Packers Meet

A number of Maine sardine packers recently were guests of A.M.A. McLean, D.C.L., managing director of Connors Bros., Ltd., Black's Harbor, and other Canadian sardine packers. A sail to Frye's Island was enjoyed and dinner was served at the McLean Summer home on the Island.

Among those representing Maine canneries were Moses Pike, Maitland Norwood, Henry Smith, Lester Wass, Frank Pike, Carroll Peacock, Daniel Warren, Fred Russell, Frank Lawrence and Moses Lawrence.

Representatives of Canadian canneries included A. M. A. McLean, D. C. L., Donald A. McLean, Victor H. Bradford and Frank E. Justason, supervisor of fisheries for southern New Brunswick.

Lobster Catch

Fishermen of southern New Brunswick caught 2,424 cwt. of lobsters, valued at \$93,564, during the period from June 1 to June 24. Catches by sub-districts were as follows: Grand Manan, 1,009 cwt., valued at \$41,369; Saint John County, 491 cwt., valued at \$18,167; East Charlotte, 420 cwt., valued at \$14,700; Campobello-West Isles, 344 cwt., valued at \$13,588; Saint John Harbor, 70 cwt., valued at \$2,590; West Charlotte, 62 cwt., valued at \$2,170; Albert-Westmoreland, 28 cwt., valued at \$980. The lobster season will reopen in November.

Eaton Plant in Operation

The new sardine factory at Leonardville, Deer Island, owned by Richard Eaton, is now in operation. Only about 7 hogheads of fish are being purchased daily, but it is expected that when the factory is ready for capacity production 15 or 20 hogheads will be required. The plant is located close to the Government wharf, and employs 16 women packers at present.

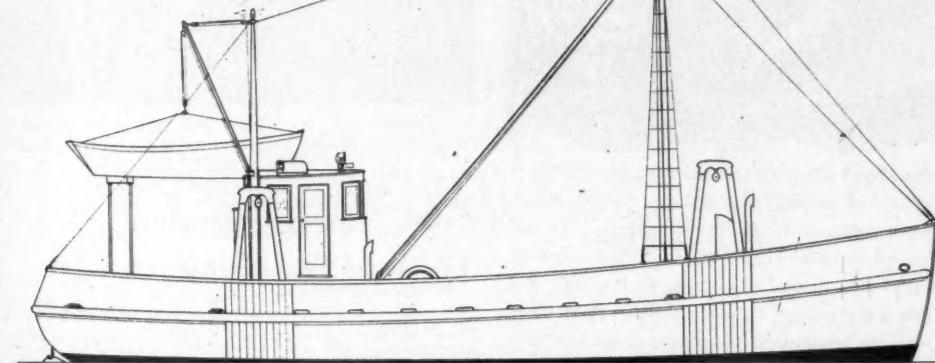
Sardine Herring Landings

Although sardines were not plentiful in June, weirs landed 5,776 hogheads of fish valued at \$95,313, which compares favorably with landings made in June of last year. However, sales in July were slow compared to June due to the fact that poor quality fish were present in many districts. Deer Island fishermen were fortunate in that their fish were salable during the greater part of the month.

The Canadian dollar recently was placed on a par with that of the United States, and as a result fishermen are taking a loss of 10% on all sales made across the border. In the case of sardine herring, fishermen now receive \$15 a hoghead for their fish instead of \$16.50.

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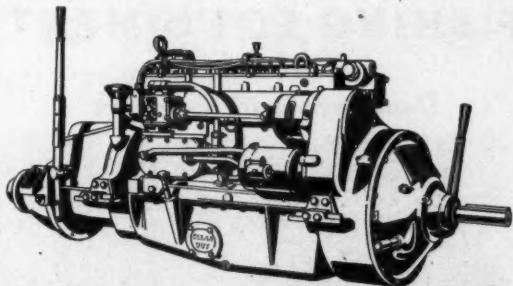
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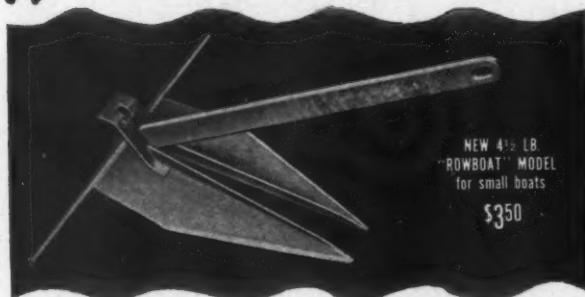
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Aboard the 42' sloop "Ruth R." owned by Daniel D. Parsons, East Hampton, N. Y., the crew sorts a deck load of whiting and squid.

Long Island Opposed To Acid Dumping

A group of Long Island commercial fishermen and Government interests, headed by Alfred Tucker, Superintendent of Marine Fisheries, recently requested that the Fish & Wildlife Service reconsider its decision to allow a N. J. lead company to dispose of 27,000 tons of waste sulphuric acid weekly off Fire Island and New Jersey. The request was the result of a mass meeting, held in New York City in June, at which time it was declared that the area in which the acid is being dumped is one of the most important spawning grounds off the Atlantic Coast.

Rather than for the company to continue to expend funds in transporting the acid to sea for dumping, it was recommended that the money be spent in an exhaustive research to determine whether or not the acid may be disposed of in some other manner.

Start Dredging Mattituck Inlet

The dredging of Mattituck Inlet, under provision of the Rivers and Harbors bill, was expected to start by August 15. The channel is to be restored to its original depth of 7' at mean low water, and a width of 100'. The dredged material will be deposited along the east shore of the inlet in order to fortify the harbor against northeasters.

The east jetty will be extended 100' shoreward, and new riprap stone will be placed to prevent storms from washing sand across the low spot in the channel.

"Alba" Is Total Loss

The 32' dragger *Alba*, owned by William Mizell of Brooklyn, ran aground off the extreme western end of Ocean Beach on July 29, and was considered a total loss. One of the gasoline tanks went dry, and while the owner was shifting the fuel line to the other tank a brisk southwest wind blew the craft ashore. The boat grounded close enough to permit the crew to wade to shore.

Plan Television Shots of Market

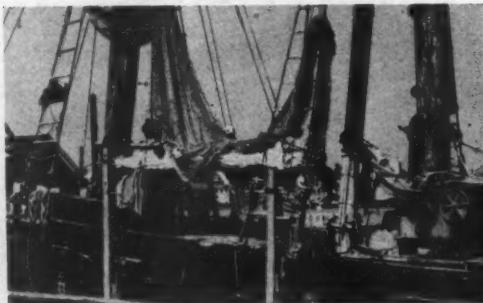
The Fishery Council has made arrangements for the National Broadcasting Company's mobile television unit to shoot scenes of Fulton Market activities. Plans call for a direct television show. However, if activities are not timed for a direct telecast, the action will be filmed, projected at the studio, and then transmitted.

Bluepoints Manager Retires

Capt. Chris Jensen recently retired as manager of the Bluepoints Oyster Co., Greenport, a subsidiary of General Foods Corp. Capt. Jensen has been employed by General Foods since 1907, and is considered one of the best informed men in the industry on oyster cultivation in the Greenport area.

LeGrant Chapman is the new Greenport manager of the company, while Howell Prince has been appointed to the position of bay captain.

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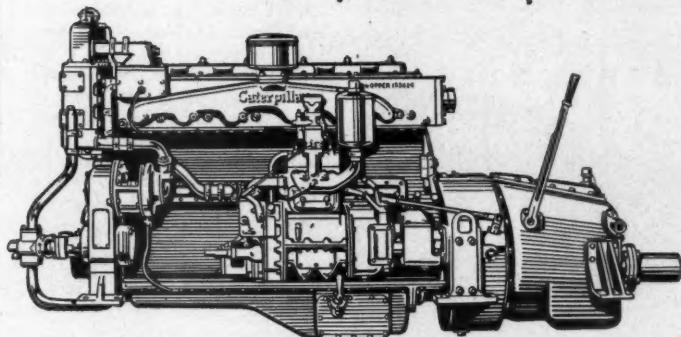
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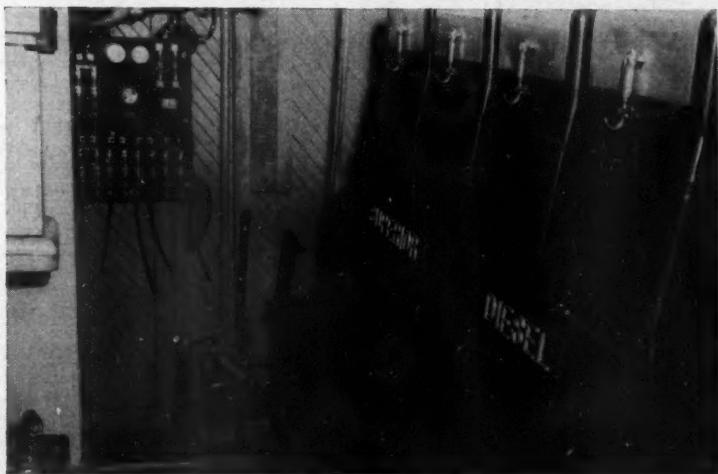
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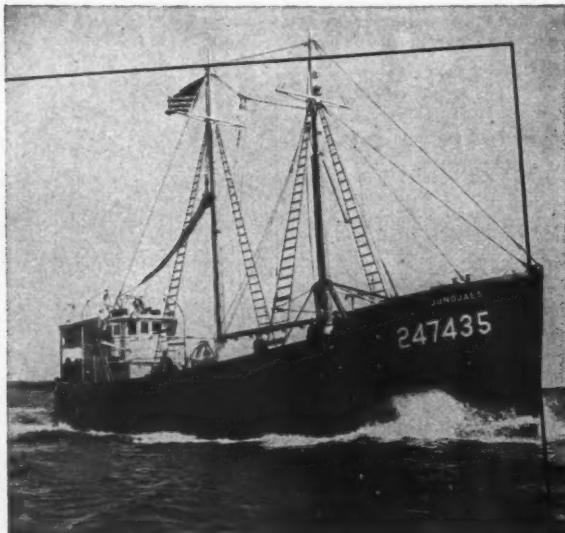
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Submarine Signal, Raytheon Merge

Following the merger of Submarine Signal Co. into Raytheon Manufacturing Co., H. J. W. Fay, president of Submarine Signal, announced that Raytheon's Marine Sales and Service Division has been transferred to Submarine Signal Co., which becomes the Marine Division of the parent company.

For 45 years, Submarine Signal has been an outstanding leader in the development and manufacture of underwater signalling equipment, while Raytheon, during the past 25 years, has been one of the leaders in the advancement of electronics and in the development of electronic tubes. From the research of these two companies has come navigational equipment which has brought greater safety for the mariner. Now merged, Raytheon and Submarine Signal will bring new safety to marine navigation against hazards both above and below the water.

Hereafter all Raytheon products with marine application, including the new Mariners Pathfinder radar, as well as the Submarine Signal Fathometer, radio direction finder and radio-telephone, will be distributed and serviced by Submarine Signal's sales and service organization. Offices on the east and Gulf coasts are located in So. Thomaston, Me.; Boston, Mass.; New Bedford, Mass.; New York City; Norfolk, Va.; Jacksonville, Fla. and New Orleans, La.

The Marine Division of Mackay Radio and Telegraph Co. also will continue as an agent for the distribution and maintenance of Raytheon's Mariners Pathfinder radar in the U. S.

I. C. Clement, vice-president of Submarine Signal, is in direct charge of Submarine Signal Co. sales activities and he has named James Thompson to manage government contract services; Clark C. Rodimon sales manager, with James J. Tynan as assistant sales manager; Kenneth V. Curtis application engineer and H. W. Hollis equipment service manager.



H. J. W. Fay

Delaware Menhaden Boat Sinks

The menhaden boat *B. S. Macomber*, skippered by Capt. John B. Lowry, and owned by Consolidated Fisheries Co., Lewes, sank near the Overfalls Lightship off the Delaware Cape on July 19 after she was hit in the bow by a Liberty ship. The vessel was en route from Seagirt, N. J. to Lewes with a full cargo of menhaden, and although she was taken in tow after the collision the hawser snapped and she sank before further aid could be secured.

An RCA radiotelephone, installed only four days before the accident, was used to call the fishing vessel *William Blundon* which rescued the 28 crew members, including two who were injured. Meanwhile, the Coast Guard arrived at the scene and marked the wreck so that it would not endanger other ships passing that area.

Sheppard Diesel with Hand Crank

R. H. Sheppard Co., Inc., Hanover, Pa., is manufacturing a new two cylinder, Model 13 series of marine Diesels on which hand cranking is an optional feature in addition to standard 24-volt electric starting. Ease of cranking is achieved by a special compression release and cadmium-silver lined steel bearings as well as precision ground journals on the crank shafts.

Both 13C and 13F are four cycle; solid fuel injection, compression ignition, full Diesel engines built to deliver their rated power at continuous operating speed of 1400 rpm. The 13C with 4" bore is rated at 18 hp.; 13F with 4½" bore at 20 hp.

Measuring 44" x 37½" x 23½", their weight, fully equipped is 1500 lbs. In spite of their small proportions these Diesels offer a built-in heat exchanger and expansion tank and a water-cooled manifold. The engines are delivered complete, ready to operate as soon as the seawater in-take and discharge, fuel line and propeller shaft are connected.

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CONTACTING COAST GUARD You can rely on this unit in times of emergency. Rugged construction and excellent engineering provide the added measure of safety you need. Operating range about 500 miles under proper conditions.

Also available is the Series 2500, a 25 watt unit designed for medium range service. For complete information, write today.

Harvey-Wells Electronics, Inc., Southbridge, Mass.

Sterling Opens New York Branch

The Sterling Engine Co., Buffalo, N. Y., announces the opening of a direct factory branch and export division at 401 Fourth Ave., New York 16, N. Y. for the sales and service of Sterling Diesel, gasoline and gas engines and Sterling models AB and DB Diesel engines.

Diesel models AB and DB are manufactured by Sterling under license from the Superior Engine Division of The National Supply Co.

Pettit Paint Co. Enlarges Plant

Pettit Paint Co., Inc., Belleville, N. J., is building an addition to their plant. This is the second time within the past 12 months that factory space has been enlarged to meet the demand for Pettit Marine Finishes.

With the added facilities for manufacture and storage, customers will be assured of constantly improved service.

Allis-Chalmers Engine Control

The Allis-Chalmers Mfg. Co., Milwaukee, Wis., has announced an improved pilot house control pedestal designed for easy and safe maneuverability of Diesel-powered ships.

This pilot house stand makes it possible to control propeller speed and direction with a single, easily operated lever. A glance at the conveniently located indicator on top of the stand reveals instantly the actual speed and direction of propeller movement at the moment. At night, indicator illumination is readily adjusted by a dimmer rheostat.

For maximum reliability, direct-current electric remote control, exclusive with Allis-Chalmers, is used. Stands are constructed of non-magnetic, seagoing brass. This equipment, used in fighting ships during the war, is now offered with improved transmitter brush ring design and new smoothness of operation.



Made in many styles and sizes. Above are the Mustad - Limerick, the Mustad - Halibut and the Mustad - Gravitation styles.

YOU KNOW THEM WELL

So do thousands of other able fishermen—and EVERYTHING you know about them is GOOD. They're strong, they're sharp, they're finely formed, balanced and tempered. They're dependable all through because they're made of sturdy Norse steel by precision Norwegian craftsmen.

MUSTAD
Key Brand FISH HOOKS
are the finest made

Buy them from your dealer.

O. MUSTAD & SON, (Est. 1832) OSLO, NORWAY

Sales Agents

Ed. W. Simon Co., Inc., 320 Broadway, New York, N. Y.



The 86' dragger "Gannet" owned by her skipper, Capt. Jens Larsen, and Antone Arruda of New Bedford. Of Eldredge-McInnis design, she was launched in January by Bristol Yacht Building Co., South Bristol, Me. She is powered by a DMX-36 Turbo-charged, 320 hp. Enterprise Diesel.

New Bedford Dragger Destroyed By Fire

The 60' dragger *Anna*, owned by Manuel Silva and Edward Epstein, both of New Bedford, caught fire following an engine room explosion and burned to the waterline in Cape Cod Bay on Aug. 6. The four crew members, all from New Bedford, escaped uninjured in a lifeboat after an unsuccessful attempt to extinguish the blaze.

The Sandwich Coast Guard station spotted the stricken vessel and rushed aid to the scene. Unable to control the blaze, however, they took the flaming hull in tow and grounded it just off the bathing beach at Sandwich.

John Avila, Jr. of South Dartmouth, was skipper of the ill-fated craft which, at the time of her loss, had a cargo of 5000 lbs. of cod and haddock.

"Rosie II" Has New Engine

The *Rosie II*, owned by Seaview Fish Co., New Bedford, was recently repowered with a 120-140 hp., $8\frac{1}{4} \times 13$, 4 cylinder, 4 cycle Wolverine Diesel, installed at the Wolverine Motor Works dock in Bridgeport, Conn.

Second "John G. Murley" Returns

The former dragger *John G. Murley*, second boat built bearing that name, has been returned by the Navy to Capt. John G. Murley, who recently brought her from Norfolk to New Bedford. Following the putting aboard of fishing gear, the vessel was taken to Morse Boatbuilding Co., Thomaston, Me., where she will be reconverted and renamed the *Theresa & Jean*.

"Ronald & Dorothy" Lands Tuna

A 600-lb. tuna, an unusual catch for a New Bedford dragger, was landed by the *Ronald & Dorothy* on July 24. The tuna, which was harpooned 19 miles southeast of No Man's Land while the vessel was swordfishing, sold for 15c a pound.

Land Big Sword Catch at Woods Hole

The largest single swordfish catch to be landed at Woods Hole in some time was brought in on July 22 by Sam Cahoon's *B & E*, which had 72 fish. The vessel was at sea for two weeks, and total weight of the catch was estimated at 14,400 lbs.

Steel Dragger Launched for Fleet

The *Mabel Mae*, first of two new 93' steel sister draggers, was launched by Electric Boat Co., New London, Conn., on July 15. Owners are Capt. Elmer Jacobsen and John H. Abrams of New Bedford. Power will be furnished by a DMG-6, 400 hp. Enterprise Diesel.

Hybrid Oysters Aid Production

(Continued from page 20)

it over once. All such work must be conducted with the greatest care in enclosed basins in a laboratory whence no enemies nor inferior hybrid oyster, if produced, might escape to an oyster bearing region. All waste water from tanks holding any foreign oysters must be run into a sand pit whence it will enter the natural waters only through sand, or the waste water must be treated to kill any life therein.

The *gigas* oyster has already proved its value in the Pacific northwest. Dr. Herbert F. Prytherch points out that Fisheries Statistics of the Fish and Wildlife Service for 1941 show that from Washington, Oregon and California over twelve million pounds of these oysters were harvested in that year with a value of seventy-five cents per pound as compared with sixty-three cents for the small native *lurida* and forty-one cents for *virginica* raised out there. Such figures do not support the claim of inferiority. There are undoubtedly areas of high salinity along our Atlantic seaboard where *gigas* oysters would do well but where the lack of fresh-water retards the growth and fattening of eastern oysters. We are taking a short-sighted view of the potential development of our coastal waters if we do not at least consider the possibility of introducing into such areas an oyster which will thrive there.

A Suggested Program

1. In all areas dependent upon seed oysters produced under the care of the state it is urged that spawning sanctuaries be established in proximity to the areas to be shelled. To these sanctuaries should go the largest and most vigorous oysters available. I am recommending in New Jersey that the funds available for spawners be spent to buy back from the tongers and dredgers the largest and the best of the oysters taken. As these sanctuaries are developed, year by year the population of superior breeders will be built up.

2. Where all seed oysters are obtained from private seed beds it is urged that when these are at some distance from the planted grounds small sanctuaries be established experimentally in close proximity to the shells. To these sanctuaries should go the largest and most thrifty of the oysters produced.

3. I concur fully with the recommendations which Dr. Prytherch has made with respect to the Pacific or *gigas* oyster.

(a) That we cease calling them Jap oysters and thus get away from our present natural aversion to everything "made in Japan". The term Pacific oyster is a good one since the native of our west coast is called the Olympia oyster. This would give us in the Pacific oyster the natural counterpart of the Atlantic oyster for the species *virginica*.

(b) That seed and adult Pacific oysters be promptly shipped to our Atlantic and Gulf shellfish laboratories for scientific studies of their suitability and adaptability for commercial use on these coasts.

(c) That test plantings be made on a small commercial scale under natural conditions where control or elimination of the imported species can be exercised if necessary.

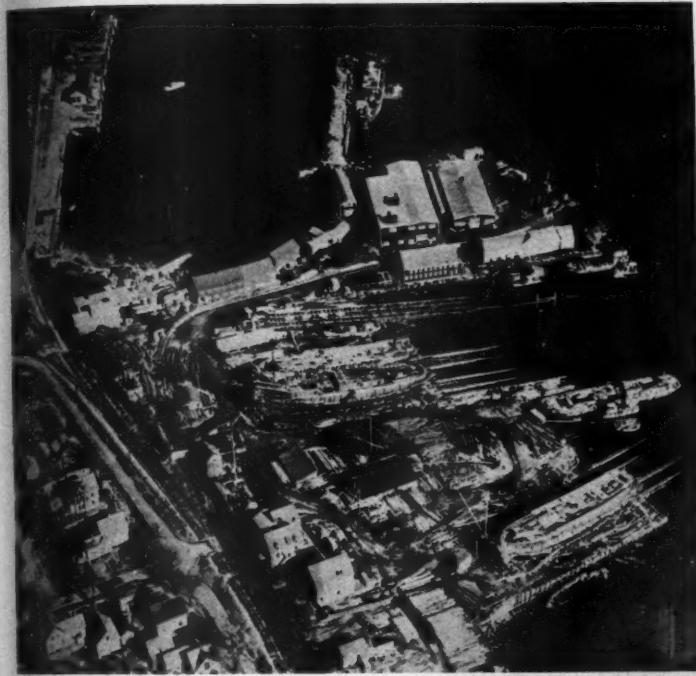
(d) That a conference be arranged with the leaders in the oyster industry and state conservation officials, for a critical discussion of this issue with a view to permitting importation of Pacific oysters under control.

I ask also that consideration be given to other foreign species especially the European oyster, *Ostrea edulis* and the Australian oyster, *Gryphaea cucullata*. With its spawning temperature 50° C. below that of the Atlantic oyster, *edulis* might well be the answer to our need of an oyster for the northern coastline.

To those who rightly fear uncontrolled importation of foreign shellfish I commend our New Jersey law which for thirteen years has given us complete protection but which gives the widest possible latitude for importation of foreign shellfish for scientific study under license of the Division of Shellfisheries.

Oysters are a delicious, nutritious, health-giving food but their cost interferes with their becoming a common article of diet. Every year that can be cut off from the time required to raise them will materially reduce that cost. Science has given the oyster grower a dependable source of seed. The next two most important problems, fattening and more rapid growth, await scientific study and solution.

General Seafoods now has Shipyard and Fish Processing Facilities at Rockland, Maine



SHIPYARD DIVISION

Complete facilities for wood and steel vessel construction and repair, and machinery installation. Has modernly equipped machine shop and largest marine railway east of Boston with 2000 ton, 225 ft. capacity. In addition to building and reconditioning boats for General Seafoods, this yard will continue to handle outside work from other boat owners.

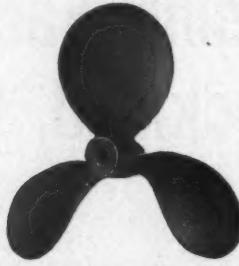
FISHERIES DIVISION

Temporary headquarters of the Fisheries Division which will be utilized until new plant can be constructed. Has complete facilities for filleting, packing and quick freezing. With a capacity for handling a half million pounds of fish a week, the plant offers a new, convenient outlet for the catches of Maine fishermen.



GENERAL SEAFOODS CORPORATION, ROCKLAND, MAINE

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE
PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY



HYDE WINDLASS COMPANY, Bath, Maine

Red Wing
MARINE ENGINES
20 Gasoline Models: 8 hp. to 125 hp.
Spark Diesel Types: 42 hp. to 125 hp.

ARROWHEAD

25-45 HP.

4 cylinders, 3 1/2" bore,
4 1/2" stroke, 186 cu. in.
displ., 2000 rpm.

MODERN

CONVENIENT

COMPACT

RUGGED

Arrowhead Junior
20-40 HP.
4 cyl., 2 1/2" bore, 4" stroke,
133 cu. in. displ.,
1000-3000 rpm.

for **FAST**
dependable
service in
RUNABOUTS
CRUISERS
COMMERCIAL
CRAFT



RED WING MOTOR CO., RED WING, MINNESOTA

Gloucester Landings—July

(Hailing fares. Figure after name indicates number of trips)

Agnes & Myrnie (6)	132,000	Linta (4)	125,000
Alden (1)	48,000	Little Joe (4)	53,000
Alicia (4)	164,000	Little Nancy (4)	292,000
Alvan T. Fuller (1)	50,000	Lou Sam (2)	17,000
Amelia R. (5)	30,000	Lucretia (5)	73,000
America (2)	92,000	Madame X (4)	48,000
American Eagle (2)	125,000	Madeline (1)	12,000
Angie & Florence (1)	58,000	Madonna (3)	193,000
Anna Guarino (3)	49,000	Malolo (3)	318,000
Annie II (5)	67,000	Manuel P. Domingos (2)	213,000
Antonina (4)	122,000	Margie and Roy (6)	60,000
Ariel (9)	146,000	Marietta and Mary (2)	190,000
Atlantic (3)	197,000	Mariette & Alice (3)	358,000
Austin W. (1)	82,000	Marsala (1)	70,000
Ave Maria (3)	308,000	Mary (8)	142,000
Avocet (1)	10,000	Mary A. (3)	226,000
Babe Sears (2)	300,000	Mary & Joseph (3)	102,000
Baby Paul (1)	85,000	Mary and Julia (2)	105,000
Baby Rose (2)	255,000	Mary Curtis (2)	278,000
Balila (2)	152,000	Mary E. (6)	93,000
Barbara C. (8)	127,200	Mary M. (3)	100,000
Beatrice & Rose (1)	7,000	Mary Rose (1)	163,000
B. Estelle Burke (3)	287,000	M. C. Ballard (3)	445,500
Bethulia (2)	98,000	Mellena II (8)	133,000
Bonaventure (2)	368,000	Mete & Margaret (3)	111,000
California (3)	124,000	Mocking Bird (3)	340,000
Calista D. Morrill (4)	54,000	Myrna Loy (2)	140,000
Capt. Drum (1)	50,000	Nancy F. (4)	177,000
Carlannul (3)	85,000	Natiale B. (1)	11,000
Carlo & Vince (3)	103,000	Natiale III (3)	46,500
Carmela Maria (4)	195,000	Njorth (1)	27,000
Caroline & Mary (3)	386,500	No More (6)	74,000
Casio (1)	42,000	North Sea (3)	256,000
Caspian (2)	201,000	North Star (3)	85,000
Catherine Amirault (2)	320,000	Nyoda (2)	109,000
Catherine B. (4)	309,000	Ocean Wave (3)	319,000
Catherine L. Brown (3)	412,000	Olga C. (2)	199,500
Cecil W. (3)	114,000	Olympia LaRosa (3)	203,000
Cecil M. Fauci II (2)	18,500	Paladin (2)	21,000
Chebeague (2)	65,800	Pauline M. Boland (3)	145,000
Cigar Joe (1)	65,000	Philip & Grace (3)	49,000
Columbia (3)	651,000	Phyllis & Mary (1)	55,000
Curlew (2)	358,000	Pilgrim (3)	586,000
Dartmouth (3)	308,000	P. K. Hunt (2)	202,000
Dolphin (2)	185,000	Polyanna (3)	385,000
Donald & Johnnie (2)	40,500	Portugal (2)	149,000
Dorothy (2)	29,000	Poseidon (1)	24,000
Dorothy M. (1)	16,000	Puritan (3)	503,000
Edith & Lilian (2)	442,000	Rainbow (2)	160,000
Eleanor (2)	77,000	Reneva (1)	19,000
Elizabeth A. (4)	63,500	R. Eugene Ashley (3)	294,000
Eliza C. Riggs (6)	90,000	Rita B. (2)	232,000
Emily Brown (3)	477,000	Rosalie D. Morse (2)	453,000
Etta Mae (2)	12,000	Rose and Lucy (5)	149,000
Eugene H. (3)	337,500	Rosemarie V. (3)	204,000
Eva M. Martin (2)	32,000	Rosie and Gracie (4)	160,000
Falcon (3)	58,000	Rosie C. (6)	90,000
Florence & Lee (1)	220,000	Ruth and Margaret (2)	143,000
Four Sisters (9)	83,300	Sacred Heart (3)	176,000
Frances C. Denhey (1)	60,000	St. Joseph (3)	107,000
Frances R. (3)	210,000	St. Peter (1)	54,000
Gaetano S. (2)	306,000	St. Peter II (1)	175,000
Gloucester (3)	368,500	St. Providence (7)	116,000
G. N. Sofron (2)	184,000	St. Victoria (2)	242,000
Golden Eagle (4)	581,000	Salvatore (2)	168,000
Gov. Al Smith (3)	293,000	Santa Maria (1)	3,000
Helen M. (2)	93,500	Santo Antonino (6)	109,000
Holy Family (1)	140,000	Sea Hawk (3)	242,000
Huntington Sanford (3)	31,000	Sea Queen (3)	262,000
Ida & Joseph (2)	70,000	Sea Roamer (3)	369,000
Immaculate Conception (2)	107,000	Sebastiana & Figli (7)	126,000
Irma Pauline (3)	184,000	Sebastiana C. (1)	94,000
Irma II (1)	9,000	Seraphina N. (2)	50,000
Irma Virginia (4)	60,000	South Sea (2)	163,000
Isaac Fass (3)	147,000	Squantum (2)	191,000
Jackie B. (1)	25,000	Superior (2)	253,000
Jackie B. (Maine) (1)	11,000	Susie O. Carver (5)	165,500
Jackson & Arthur (3)	39,000	Theresa M. Boudreau (2)	238,000
J. B. Junior (3)	141,500	Thos. J. Carroll (3)	340,000
Jean & Patricia (3)	139,000	Three Sisters (3)	50,000
Jennie & Julia (2)	83,000	Tina B. (3)	208,000
Jennie & Lucia (2)	180,000	Trimembrial (7)	108,000
Joffre (2)	283,000	Uncle Guy (3)	137,000
Joseph & Lucia (2)	304,000	Uncle John (3)	77,000
Josephine & Margaret (2)	145,000	V-E Day (2)	483,000
Josephine P. II (4)	287,000	Vince (1)	9,000
Joseph S. Mattos (3)	322,000	Voyager (3)	149,000
John II (8)	123,000	We Three (7)	90,000
Killarney (3)	561,000	Whitestone (3)	193,000
Leretha (3)	261,000	Wind (3)	397,000

Swordfish Landings (Landings in Number of Fish)

Doris F. Amero (1)	97	Marie & Winifred (1)	31
Edith L. Boudreau (1)	93	Raymonde (1)	31
Evelina M. Goulart (1)	113	St. Teresa (1)	31
Lady of Good Voyage (1)	112		

FAO Outlines Fisheries Program

(Continued from page 17)

world trade was bound to be raised shortly after the war, and it is important to its prestige that FAO should be able to play a part by rendering such assistance as may be possible to all of the countries in which the fishing industry plays a large part in the national economy.

As regards credit arrangements and the giving of expert advice to countries where the fisheries are obviously in need



Build Your New Fishing Boat at Newport

We have experienced workmen and complete facilities for building boats up to 125 ft. in length. Equipped to handle steel fabrication and machinery installation.

Haul Out at Newport for Boat Repairs

We have two railways, one 400 ton and one 750 ton capacity for hauling boats up to 200 feet. Facilities for all types of repair work and engine overhauling.

NEWPORT SHIP YARD, INC.

379 Thames Street - - - - - Newport, Rhode Island

Designers and Builders of the new 55 ft. Dragger "Min Flicka"

of assistance and development, FAO appears to be the one organization which can, and ought to, give a lead in such matters by making a thorough economic survey of the possibilities of the various areas and providing the expert personnel required.

Processing, Marketing and Distribution

The fundamental problem of irregularity of supply should be the concern of all nations. More efficient methods of catch must be employed and, above all, work must continue on the application of newly developed methods of preservation which can act as a buffer against fluctuations in the supply of raw material. These, coupled with improvements in transportation and distribution systems, would mean a more regular flow of fishery products to the consumer—one of the factors essential to any considerable expansion in consumption.

Recommendations concerning this are that FAO should:

- (16) encourage the assembling, in usable form for dissemination to member governments, of information on newer and more efficient methods of processing fishery products,
- (17) where the need exists, encourage member governments to demonstrate to their peoples the newer processing methods and techniques. This might be accomplished by the assignment of qualified experts to member countries upon request.

There is a wide spread between the landed value of fish and its retail price. Fish, one of the least expensive food products at the point of production, becomes one of the more expensive foods in the retail store. Many reasons have been advanced for this situation, but the fact remains that it retards consumption. Some studies of causative factors in the chain of marketing and distribution have been made but they have not led to a solution of the problem. Thus further studies might be undertaken to ensure the production of wholesome products, standardized, where possible.

It has been recommended, therefore, that FAO should (18) encourage the extension of studies for the purpose of acquiring knowledge and recommending procedures that will bring fish within the reach of low-income consumers. In this connection qualified experts might be assigned to member countries, upon request.

EDERER NETTING

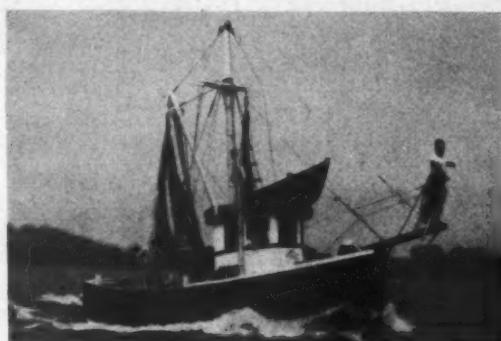
for Maximum Protection
Against Profit Loss

Sardine seines and Weir netting, Mackerel Seines and Nets, Flounder Drag Netting, Cotton and Linen Gill Netting, Cotton Netting for Traps and Pounds, Twine, Maitre Cords, Corks, Leads, Ropes, and Fittings.

QUALITY NETS FOR EVERY PURPOSE
Ready Stocks at Dealers in Principal Ports

EDERER

R. J. EDERER CO. EDERER INC.
540 ORLEANS ST. UNITY & ELIZABETH STS.
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MARG-E of STONINGTON

40' LOA-12'6" BEAM-5'6" DRAFT

Built for Captain Ben Elmore

**WE HAVE THE EXPERIENCED HELP
THE EQUIPMENT
and FACILITIES TO BUILD
COMMERCIAL FISHING BOATS
UP TO 70' IN LENGTH**



THE ESSEX BOAT WORKS, INC.
FOOT OF PERRY STREET • ESSEX, CONNECTICUT

BOAT BUILDING • HAULING • STORAGE • REPAIRS • BROKERAGE

Your Inquiries Invited



Service is half the picture

DIESEL MARINE ENGINES

Made by **"CATERPILLAR"**

can be serviced at our own dockside,
Port Morris Terminal, East River, N. Y.

Complete Rebuilding Facilities

STATIONARY POWER UNITS • ELECTRIC GENERATOR PLANTS

H.O. PENN MACHINERY CO.

INCORPORATED
140th St. and EAST RIVER NEW YORK N.Y.

MINEOLA, L.I.

BRANCHES
POUGHKEEPSIE, N.Y.

NEWINGTON, CONN.



Frank A. Perry, Rockland plant manager for General Seafoods explains the quick freezing of fillets to Ben S. Morahan, the Company's New Orleans branch manager.

Double Launching of Boats

(Continued from page 19)

32-volt Willard and the electric bilge pump is of Blackmer make. The hold of the vessel, which can be reached from both the fo'c'sle and engine room, is used for gear stowage, and contains the dredge hoist made by H. W. Sweet Shipyard & Machine Works, and operated from a power take-off on the main engine. A removable caulked hatch is built into the deck over the hold for machinery removal.

The Fisheries Division at Rockland has a capacity for freezing 45,000 pounds of fillets daily and can handle one-half million pounds of round fish per week. Approximately 75% of its present production goes into fillets which are packed in five and ten pound packages. The plant has the latest type equipment for fish cutting, packing and freezing. Cold storage capacity is 500,000 lbs.

The Shipyard Division, which was under Snow ownership for 80 years, has extensive wooden building facilities and the largest railway east of Boston. It also is well equipped for steel fabrication work and machinery installation. It can haul ships up to 2000 tons and 225' in length. Its shop facilities comprise as modern equipment as is found in any yard in the East.

In addition to construction and maintenance work for the General Seafoods fleet, the yard will continue to build and repair vessels for outside owners.

New Harvey-Wells Radiotelephone

A new and distinctly modern marine unit is now being offered by Harvey-Wells Electronics, Inc., Southbridge, Mass., in their Series MTR-12 radiotelephone.



New Harvey-Wells Series MTR-12,
Model 1206 radiotelephone.

Features incorporated in this latest addition to their line, include: bulkhead mounting, a compact cabinet, 12 watt power output with high level modulation at any four crystal control frequencies in the marine telephone band, "press to talk" operation, the Harvey-Wells deck calling system, a record playing provision, a receiver providing tunable coverage of the standard broadcast band as well as the marine band, inverse feedback in the

Boston Receives Good Swordfish Trips

The largest number of swordfish to be landed in one day at Boston this season was brought in on July 16, when three boats unloaded a total of 306 fish. The *Evelina M. Goultart* had 113 fish; the *Paolina*, 86; and the *Raymonde*, 107. The swordfish price dropped to 50c a pound from a high of 85c a few weeks ago.

The *Evelyn G. Sears*, Capt. Freeman Corkum, landed 113 swordfish on July 29, her second catch of the season. It was estimated that she stocked approximately \$9,500.

New Skippers

The Boston dragger *Estrela*, formerly commanded by Capt. Morton Selig, is now skippered by Capt. John Cahill. Capt. Selig is the new skipper of the trawler *Red Jacket*.

UNRRA Buys Four Draggers

The 82' draggers *Moonlight* and *Moonglo* recently were purchased by UNRRA from the Northeastern Fishing Co., Boston. The vessels were built in 1944, and will be turned over to the Greek Government for operation in the Mediterranean Sea. Also purchased by UNRRA from Herbert F. Green, Boston, for the same purpose, were the *Squantum* and *Baby Paul*, which have been fishing out of Gloucester.

Market News Service Moves

The Boston office of the Market News Service, Division of Commercial Fisheries, U. S. Fish & Wildlife Service, located for more than eight years at 276 Northern Ave., is now in new and larger quarters in Room 10, Commonwealth Pier. Burt E. Lindgren is the division's local representative.

New Auxiliary for "Delaware"

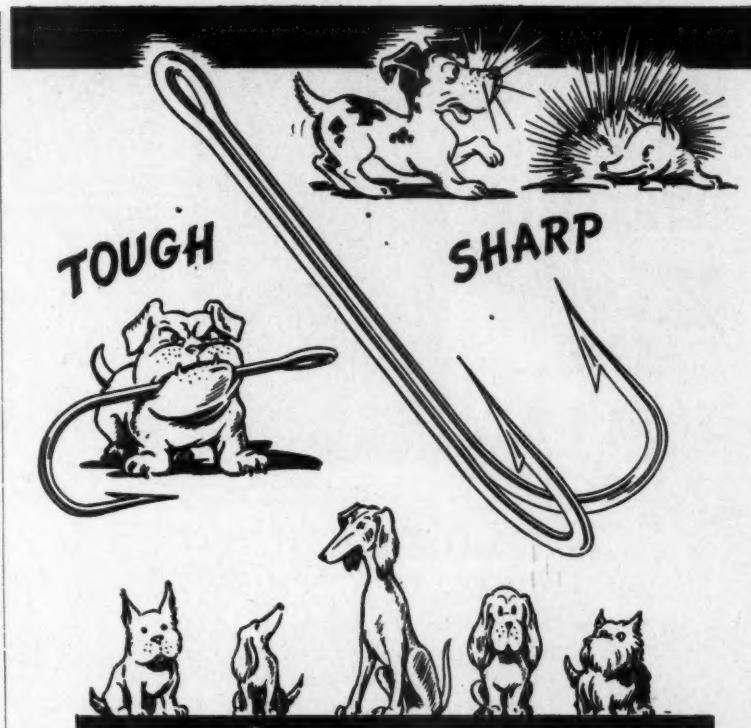
The trawler *Delaware* owned by Booth Fisheries Corp., has been equipped with a new 40 hp., 4 cylinder Lister-Blackstone auxiliary Diesel, sold by Diesel Engine Sales & Engineering Corp.

audio circuits, a squelch circuit, a high gain R.F. amplifier stage on both broadcast and marine bands, a loud-speaker output of 2 watts and built-in loading coils matching any vertical antenna longer than 17' or shorter than 60'.

All controls are conveniently grouped below a slide rule type dial for broadcast tuning. The handset is supplied for separate mounting to allow for compact installation.

Releasing two fasteners permits removal of cabinet, exposes all tuning adjustments and allows crystal and tube replacement without removing equipment from its mounting place or disconnecting power leads. For under chassis inspection, a release button is depressed permitting the chassis, which is hinged at the bottom, to be lowered to a horizontal position while still secured to the mounting plate.

MTR-12 models for operation on 6, 12, and 32 volt D.C. are scheduled for immediate production.



ALL STYLES AND SIZES

Men who depend upon good fish hooks to make their living are turning more and more to DeWitt American-made fish hooks. They find that the points stay sharp — that the specially heat-treated hooks are tough and hold their shape.

That means a surer catch and a lower hook cost per season — the very reasons why you will like DeWitt American-made fish hooks.

Write for catalog and quotation
on your season's supply of hooks.
Please give the name of your supply
house. Address Dept. A

DeWitt
AMERICAN-MADE
FISH HOOKS



Bill DeWitt Baits **Auburn, N. Y.**

DIVISION OF SHOE FORM CO. INC.

When it's a
BETHANIZED
Trawler
ROPE . . .
IT L-A-S-T-S

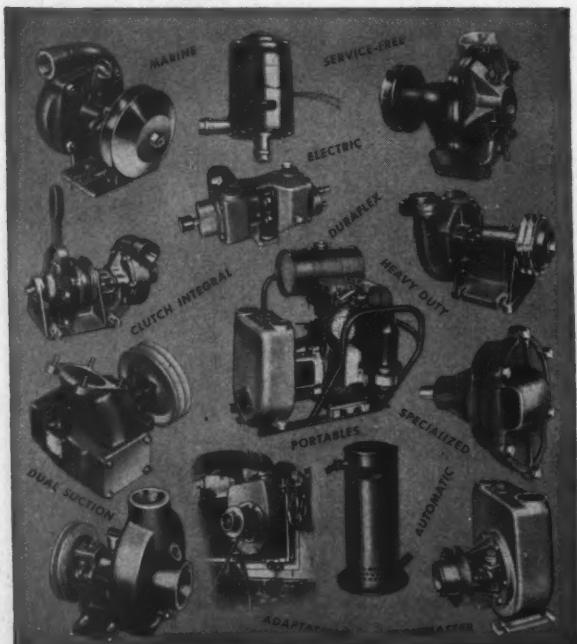


Corrosion shortens the life of a trawler rope.

But bethanized coating offers the best protection against corrosion, for the bethanizing process applies a heavy, uniform coating of pure zinc to every foot of every wire. This coating is of such high quality that it will not crack, peel, or check, even after repeated bending around small turns.

The exclusive electrolytic process by which the bethanized coating is applied does not sap the base wire of its strength and toughness. That means stronger trawler rope . . . longer life . . . fewer replacements.

when you think WIRE ROPE
... think BETHLEHEM



MARINE PRODUCTS CO.

ENGINEERED EQUIPMENT

Industrial

513 LYCASTE



Marine

DETROIT 14, MICHIGAN

Boston Landings—July

(Hailing fares. Figure after name indicates number of trips.)

Acme (8)	116,100	Linta (2)	57,000
Addie Mae (8)	114,300	Little Joe (1)	12,100
Adventure (2)	166,500	Lucky Star (3)	243,500
Alden (3)	106,000	Maine (4)	514,000
Alphonso (6)	65,200	Maria (2)	7,800
America (2)	55,000	Maria del Soccorso (9)	113,400
Annie (9)	125,100	Maria Giuseppe (2)	9,100
Annie & Josie (8)	116,400	Maristella (3)	233,000
Antonia (1)	10,000	Marjorie (2)	44,000
Arlington (3)	350,000	Marjorie Parker (4)	208,000
Atlantic (3)	214,000	Mary and Jennie (7)	102,700
Ave Maria (8)	120,000	Mary & Joan (1)	94,800
Bay (3)	293,000	Mary & Joseph (2)	53,300
Beatrice & Rose (1)	17,000	Mary W. (4)	192,000
Belle (2)	209,300	Michael G. (1)	115,000
Belmont (2)	242,000	Nancy B. (1)	42,000
Bethulia (1)	50,000	Naomi Bruce III (6)	192,000
Billow (2)	210,800	Natale III (3)	118,000
Breaker (2)	290,000	Neptune (3)	213,200
Breeze (3)	278,000	Newton (3)	362,000
California (2)	47,000	Nina B. (3)	194,400
Calm (3)	484,000	Njorth (4)	29,500
Cambridge (3)	324,800	North Star (1)	50,000
Capt. Drum (3)	97,000	Ocean (3)	575,000
Carlo & Vince (1)	52,000	Ohio (3)	142,000
Carmela Maria (3)	11,700	Olympia (5)	190,000
Catherine B. (1)	7,900	Olympia II (3)	38,900
Charles M. Fauci, Jr. (1)	28,000	Plymouth (4)	286,800
Charlotte M. (2)	112,800	Princess (4)	69,100
Cormorant (2)	309,500	Quincy (3)	304,200
Crest (3)	536,000	Red Jacket (3)	469,000
D. B. (7)	74,000	Robert & Edwin (9)	119,000
Delaware (3)	454,300	Roma (6)	96,000
Dorchester (4)	278,500	Rosemarie (4)	210,000
Drift (3)	510,000	Rosemarie M. (3)	280,000
Eddie & Lulu M. (8)	98,400	Rose Mary (4)	102,400
Eleanor (1)	12,000	Rosie (9)	144,000
Esther M. (3)	360,600	Rosie and Gracie (3)	102,500
Estrels (4)	493,300	Rush (3)	332,500
Ethel (9)	122,300	St. Michael Angelo (2)	7,400
Eva II (5)	63,300	Salvator (5)	72,300
Familgia (5)	145,000	San Calogero (8)	136,000
Fannie F. Hickey (9)	128,600	Santa Lucia (5)	123,100
Flow (2)	172,300	Santa Maria (6)	267,000
Flying Cloud (3)	466,600	Sarah M. (6)	32,700
4-G-370 (1)	10,300	Sea (3)	253,000
4-G-473 (1)	3,100	Serafina N. (1)	50,000
Frances C. Denchy (1)	61,000	Squall (2)	285,000
Frank F. Grinnell (3)	83,000	Stanley B. Butler (1)	60,500
Gay Head (1)	800	Surge (3)	461,200
Geraldine & Phyllis (3)	132,700	Texas (3)	152,600
Hazel B. (3)	189,200	Theresa R. (1)	48,800
Ida & Joseph (3)	100,000	Thomas D. (3)	199,000
Jackie B. (2)	56,000	Thomas Whalen (4)	287,500
J. B. Junior II (5)	134,900	Three Sisters (1)	30,000
Jean & Patricia (1)	14,000	Tide (3)	350,000
Jennie & Julia (1)	30,000	Triton (4)	219,500
Jerry & Jimmy (1)	40,000	Two Pals (9)	130,500
Joe D'Ambroio (9)	103,700	Venture II (3)	197,500
Josephine F. (4)	21,100	Wave (3)	499,000
Joseie M. (8)	103,900	Weymouth (4)	266,700
Lark (1)	64,500	Wm. J. O'Brien (3)	324,500
Lassgehn (9)	111,600	Winchester (4)	413,100
Leonarda (9)	122,500	Winthrop (4)	382,600
Lillian & Anna S. (8)	106,500		

Scallop Draggers (Landings in Gallons)

Abram H. (1)	1,500	Four Sisters (1)	1,100
Antonio (2)	3,000		

Scallop Draggers (Landings in Number of Fish)

Curlew (1)	34	Lera G. (1)	33
Doris F. Amero (1)	86	Magellan (1)	102
Emma Marie (1)	80	Old Glory (1)	64
Evelina M. Goult (1)	103	Paolina (1)	86
Evelyn G. Sears (2)	170	Raymonde (1)	107
Gertrude DeCosta (2)	64	Winifred M. (1)	30
Jorgia Silveira (1)	137		

New York Landings—July

(Hailing fares. Figure after name indicates number of trips.)

Amelia (2)	130,500	Mary Anne (2)	89,000
Felicia (2)	174,500	Virginia (3)	175,500
John G. Murley (1)	90,000	Whaling City (1)	75,000
Katie D. (2)	81,500		

Scallop Draggers (Landings in Gallons)

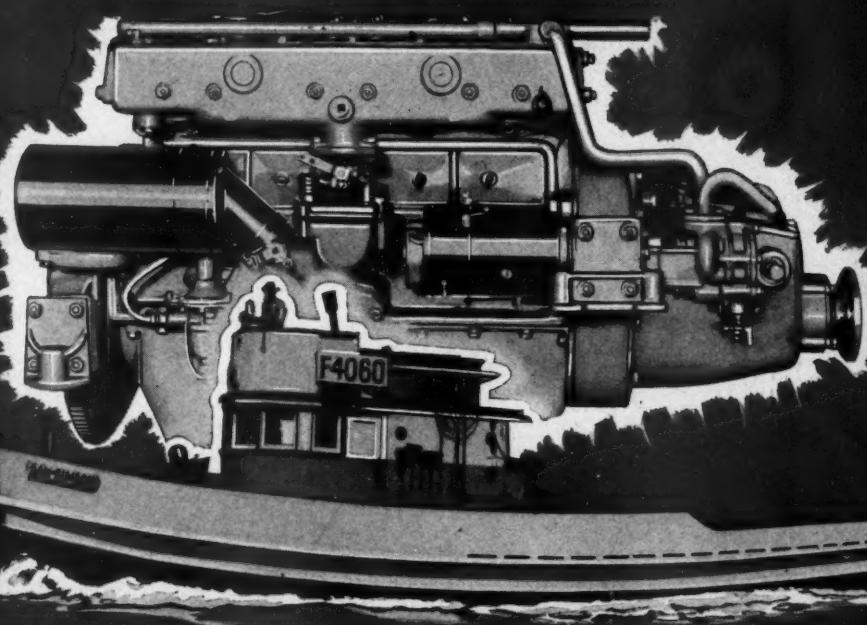
Buzz & Billy (3)	4,518	Martha E. Murley (1)	1,500
Catherine C. (1)	1,500	Norseman (3)	4,515
Doris Gertrude (3)	4,500	Rosalie F. (2)	3,000
Florence B. (2)	3,000	S #31 (2)	3,000
Friendship (1)	1,350	Viking (3)	4,291

Goodrich V-belts Drive Propeller

One of the newest applications of their V-belts, reported by The B. F. Goodrich Co., is on a fishing vessel where they drive the propeller shaft from dual marine Diesel engines.

Owners of the vessel have reported, after a recent voyage to Mexico, that the V-belts have proved more efficient and vibration free than the chain drives they replaced. They absorb propeller shocks and do not strip the shaft if the propeller becomes fouled.

Built to live in the water!



Designed for Dependable, Efficient and Economical Operation

When your boat is powered by a Chrysler Marine engine, there's no doubt about the perfect coordination and efficiency of engine, reverse and reduction gears, because all three are designed, engineered and built as a complete unit in the great Chrysler plant. **Only Chrysler designs, engineers and builds a complete marine power unit including engine proper, reverse and reduction gears.**

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nomic, reliable and extremely efficient engine.

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statement. This is your assur-
ance of dependable quality.

Vineyard Inshore Waters Abound with Flukes

By J. C. Allen

For the past 40 years the Wheelhouse Loafer who pilots this column has been more or less acquainted with the local fisheries and things appertaining thereto. For the past 21 years we have kept weekly records of runs, hauls, methods and means, together with other dope. Today, with July falling astern, the overall picture of things local resembles that of 40 years ago more closely than at any other time during the past two decades.

We wouldn't know whether this means that happy days are here again, or even on the way, as far as that goes. The reason why we don't know is because, as it says in the old chantey, "only man is vile", and as long as that is true anything can happen and probably will.

But here's what we see more than we have hitherto observed. The bottom inshore is literally paved with flukes. This hasn't been true for many years. Of course, they are small, and as thin as a blasted daylight, but they are the makings of big flukes, given a chance.

Plenty of 'em have been taken on lines. We say plenty, meaning compared with recent years, but it is all to the credit of the draggers that they have kept pretty well away from 'em. If and when another year sends 'em back, there should be some real old-time fishing on the bars and banks.

Mackerel have been and still are running chin-deep to a dinosaur in every damp spot. Here is another phenomenon which is repeating itself. Sixteen years ago this season the mackerel run was exactly the same. They were everywhere, and mixed as to size as man never before beheld. Tinkers, so small that it took 16 to make a dozen, ran with 2 and 2½ pound fish all through the season.

Plenty of mackerel have been taken this season by trap gear, but no seiners have operated in this immediate locality.

Bottom Fish

Bottom fish, such as flounders, yellowtails, cod and haddock, have not been taken in especially large quantities by any of the small vessels sailing from local ports. The cod have stuck to the rocks, and the two or three hand-liners which have operated throughout the month have landed 3 to 8 thousand pounds, without remaining on the grounds any unreasonable length of time.

The inshore lobster season is past its peak, although there will be plenty of fishing in bold water for the next 2 months, and possibly 3. Lobsters ran small this year, as has been the rule for years, but they ran better.

Swordfishermen Hampered by Fog

Swordfishing usually takes the center of the scene in this season, and it is estimated that more boats and vessels have fitted out for sword than for years. But the receipts have not been heavy. The general report from bearings all the way from Block Island to Nova Scotia seems to be that there are plenty of fish, but poor visibility. No man can sight or strike fish in fog so thick that he has to hold a lantern to see to light his pipe. It has been pretty much like that, inshore and off, since the first sword showed up. Given some clear weather, we expect to see receipts jump plenty.

Prospects Not Bad

Thus it may be seen that prospects don't look half bad, so far as supplies are concerned. But there are some flies in the ointment and roaches in the gravy. The collapse of the black market and other factors have tended to cause the price of some varieties of fish, especially those which are not commonly filleted, to drop. What kind of shenanigan may be cooked up to counteract this circumstance, the Lord only knows. But if nature is allowed to take its course, it seems likely that the fisheries will not represent as much ready cash as formerly. Fish being cheaper, it will follow that vessels and gear will have to drop or they won't sell. But we can't see any harm in this, so long as reason prevails.



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The 50' Gloucester dragger "Josie II" skippered by Capt. Mike Orlando. She was recently repowered and equipped at the East Cambridge dock of Cummins Diesel Engines of N. E., Inc., with a 93 hp. HMR-603 Cummins Diesel with 3:1 Twin Disc reduction gear and keel pipe cooling. Equipment installed included a 38 x 28 Columbian propeller, Twin Disc front power take-off and Surrette batteries.

Gloucester Freezer Glut Forces Dragger Tie-up

The tie-up of approximately 150 Gloucester draggers for a period of at least 20 days became a reality on August 8, when members of the Atlantic Fishermen's Union voted to cease production until such time as a million lbs. of fish were moved from the freezer of the Gloucester Ice & Cold Storage Corp. The Fish & Wildlife Service, in a survey made of the freezer situation on August 7, reported a total of 9,234,902 lbs. of fish in storage, leaving space for only 1,500,000 lbs. The total compared with 3,795,505 lbs. in storage last year at the same date.

Mackerel Have Been Scarce

Seiners have been finding mackerel scarce, and several have changed back to dragging pending reappearance of the fish.

The Gloucester seiner *Santa Maria*, Capts. Peter Mercurio and Peter Guarasi, landed 22,000 lbs. at Boston on July 23. The trip was the first received there in several days, and was less than half the boat's usual haul. The fish sold for one of the season's top quotations, 16c a pound.

The same seiner, fishing 120 miles southeast by south of Highland Light, landed a 65,000-pound trip of large mackerel at Boston on July 29. No vessel had seined in that area for several years.

Big Swordfish Trip

The *Doris F. Amero*, Capt. Nels Amero, landed her second swordfish trip of the season at Cape Ann Fisheries, Inc., on July 31, when she brought in 95 fish. She weighed out 22,000 lbs. and gross stocked \$9,700.

Additions to Fleet

Two draggers from Carolina ports, the *Jane Carolyn* and the *Ethel V. Stowman*, joined the Gloucester fleet recently. The *Ethel V. Stowman* landed her first trip, 45,000 lbs. of redfish and 5,000 lbs. of mixed fish, on August 2.

The dragger *Little Joe* arrived in port on July 9 with her first trip since being raised from the harbor bottom. She was skippered by Capt. Ephraim Clark, and had 14,000 lbs. mostly whiting.

To Salvage "Donald & Johnny"

Attempts are being made again to salvage the 60' dragger *Donald & Johnny*, skippered by Capt. Gil Lafford, which went

New 57 Ft. Manset Dragger Powered by Caterpillar Diesel

The new dragger "J. L. Stanley & Sons" owned by the Company of the same name, and built by Granville P. Davis of McKinley, Me., has started a successful career of fishing.

She is powered with a D13000, 115 hp. Caterpillar Marine Diesel with 2:1 reduction gear, turning a 43 x 34 propeller and giving the boat a speed of 10 knots.

The sales and service facilities at Southworth's combine to give Caterpillar owners in Maine the top notch backing that is essential to profitable fishing.



The "J. L. Stanley & Sons" of Manset, Maine



SOUTHWORTH MACHINE COMPANY CATERPILLAR DIESEL MARINE

ground 1 mile south of Orleans Beach in a dense fog on July 21. The dragger, owned by John J. Burke of Gloucester, had 10,000 lbs. of fish aboard. The six-man crew escaped safely.

Good Dragger Trips

Among good trips landed at Gloucester recently were the following: *Killarney*, 185,000 lbs.; *Pilgrim*, 185,000 lbs.; *Rosalie D. Morse*, 235,000 lbs.; and *Joseph & Lucia*, 164,000 lbs.

A big redfish trip was landed at Gloucester on July 8 by the *V-E Day*, Capt. Lemuel Barnes. The vessel brought in 250,000 lbs., which sold for \$5.25 per hundredweight. It was estimated that the boat would gross stock approximately \$13,000.

Portland Landings—July

(Hailing fares. Figure after name indicates number of trips.)			
Alice M. Doughty (2)	107,000	Major J. Casey (1)	59,000
Andrea (2)	83,000	Marion T. (9)	53,000
Annie Louise (2)	23,000	Mary & Helen (16)	264,000
Arthur D. (12)	359,000	Mary M. (1)	20,000
Carolyn & Priscilla (4)	359,000	Nautilus (3)	269,000
Dorothy & Ethel II (4)	342,000	N. Olson (1)	25,000
Dorothy & Ethel III (4)	307,000	Norda (3)	17,000
Elmer & Jean (3)	163,000	Notre Dame (3)	153,000
Ervone (4)	363,000	Onward (4)	55,000
Fannie Belle (3)	84,000	Phyllis & Mary (1)	9,000
Fields (2)	6,000	St. Michael (10)	216,000
Fordham (4)	199,000	Santina D. (2)	37,000
Greyhound (1)	1,000	Sea Flea (1)	4,000
Holy Cross (1)	15,000	Vagabond (3)	278,000
Hornet (3)	78,000	Vandal (4)	174,000
Lawrence Scola (6)	167,000	Villanova (3)	205,000
Lemon (6)	115,000	Willard Daggett (3)	124,000

Wolverine to Have Distributors

Homer Crepeau, vice president and general manager of Wolverine Motor Works Inc., Bridgeport, Conn., announces a new sales policy whereby distributors for their Diesel engine line will be appointed in key locations on the Atlantic and Gulf Coasts. The distributors in turn will appoint local dealers and provide for complete service facilities. One of the first distributor appointments will be for the New England territory, announcement of which will be made in the near future.

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Connecticut Oyster Set Well Distributed

Setting of oysters, which began about July 20 in Connecticut waters, had reached considerable magnitude in several areas by the end of the month, according to observations of the Milford Fish & Wildlife Service Laboratory, Dr. Victor L. Loosanoff in charge. Although the intensity of setting varied greatly at the various stations, it was of general nature, occurring throughout the oyster producing area.

Examination of samples collected on July 24 indicated that at that time approximately 82% of the oyster population had either completely or partially spawned. Unspawned oysters were encountered particularly in the area near Luddington Rock Breakwater.

No setting of starfish has been recorded by the Laboratory since July 25. The setting which occurred prior to that date was confined largely to the deep water stations of the Milford and Bridgeport areas, and in all instances was very light. Thus far no set has been found in the New Haven and West Haven sections.

Dragger Narrowly Escapes Sinking

The 61' dragger *Mildred & Myra*, owned by John George of Mystic, narrowly escaped sinking on July 29 when one seacock was pulled off in an unexplained manner. The fire department was called to pump out the craft. The vessel's engine, which was damaged by salt water, will be overhauled at Bindloss dock.

New Bedford Landings—July

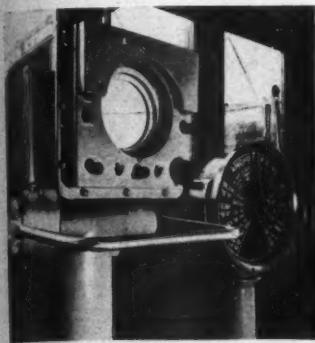
(Hailing fares. Figure after name indicates number of trips)

Adelaide T. (1)	5,000	Linnea (4)	58,60
Alert (2)	29,000	Little Chief (3)	39,10
Aloha (3)	112,300	Little Lady (4)	14,50
Alva (5)	62,100	Louise (1)	49,00
America (1)	14,600	Lucie M. (1)	14,00
Angeline (3)	5,600	Lucky (3)	36,00
Anna (2)	14,000	Madeleine (4)	39,10
Anna C. (2)	6,900	Maria Julia (7)	82,00
Anna C. Perry (1)	14,700	Maria (1)	2,00
Ann & Marie (3)	24,300	Martha (2)	1,90
Annie Louise (3)	32,800	Mary & Joan (1)	80,00
Automatic (1)	9,500	Mary Grace (1)	40,00
Baby II (1)	30,000	Mary J. Hayes (3)	172,60
Bernice (2)	6,500	Mary Mullins (3)	76,50
Bessie (2)	14,200	Mayflower (1)	30,00
Betty Boop (3)	32,000	Medric (2)	7,50
Cape Ann (3)	155,300	Mildred & Myra (4)	49,40
Carl D. (1)	7,300	Min Flicka (1)	15,00
Carl J. (2)	17,000	Minnie V. (1)	18,50
Carl & Dennis (4)	62,000	Mishuan (4)	28,60
Carolyn & Gary (3)	47,500	Molly and Jane (2)	32,00
Catherine T. (3)	218,500	Moongo (3)	118,40
Charles E. Beckman (3)	43,200	Morning Star (1)	8,50
Clinton (1)	13,000	Nellie (4)	55,50
Connie F. (3)	34,200	Newfoundland (2)	64,00
Dauntless (1)	10,000	Noah A. (2)	8,00
Diana A. (2)	67,500	Noreen (1)	50,00
Driftwood (3)	30,400	North Star (2)	32,00
Ebeneezer (3)	19,600	Our Gang (3)	40,00
Eclipse (4)	20,900	Palmers Island (5)	31,00
Edith (1)	7,000	Pauline H. (2)	144,30
Eleanor (1)	50,000	Pearl Harbor (3)	140,50
Elva (5)	32,000	Penguin (3)	79,00
Elva & Estelle (3)	80,500	Phyllis J. (2)	21,50
Endeavor (2)	8,500	Polly N. (2)	6,00
Etta K. (4)	60,000	Portugal (4)	61,00
Eugene and Rose (3)	76,300	Princess (1)	14,00
Evelyn (1)	22,000	Priscilla (3)	36,00
Fairhaven (2)	96,900	Pvt. Frank Kessler (4)	39,00
Fairweather (6)	80,500	Rita (4)	53,00
Frances (3)	19,500	Rose Marie (4)	36,00
Fred Henry (2)	16,500	Russell S. (4)	56,50
Fred M. (1)	2,400	R. W. Griffin, Jr. (2)	127,00
Gannet (2)	4,000	St. Ann (2)	99,00
Genevieve (1)	4,500	St. Anthony (3)	67,00
Genevieve T. (1)	43,000	Sandra & Jean (4)	70,50
Gladys & Mary (1)	24,500	Sea Prince (4)	8,75
Gull (2)	2,300	Serafina (6)	64,00
H & H (2)	131,100	Serina II (1)	21,00
Hazel III (2)	92,000	Shirley & Roland (1)	22,00
Hilda Garston (2)	43,800	S. M. Murtoza (4)	52,00
Hope (2)	54,700	Solweig J. (2)	137,00
Invader (3)	68,400	Southern Cross (1)	9,00
Irene & Walter (5)	139,300	Stanley B. Butler (3)	19,50
Ivanhoe (3)	11,000	Sunray (3)	1,00
Janet Elise (1)	5,000	Three Pals (4)	12,50
Jean Ann (1)	12,000	Tiptop (6)	76,75
J. Henry Smith (2)	132,900	Two Brothers (4)	41,00
Joan & Ursula (3)	127,300	Two Brothers (Conn.) (2)	17,50
John G. Murley (2)	90,500	Venture I (1)	10,00
Johnny Boy (6)	171,000	Viking (4)	129,50
Josephine & Mary (3)	40,000	Viking (Chilmark) (3)	21,00
Juniojae (1)	60,500	Virginia (3)	16,00
Katie D. (1)	42,600	Wamsutta (3)	157,00
Kelbarsom (3)	50,000	Wanderer (4)	62,00
Kingfisher (2)	2,400	Whaler (3)	126,50
Leonard A. (1)	28,100	Wild Duck (2)	72,50
Liberty (3)	54,000	William B. (3)	29,00
Lt. Thomas Minor (4)		William Chesebrough (5)	59,00

Mariners Pathfinder in Production

Raytheon Manufacturing Co., Waltham, Mass., is now producing commercial radar on a production line basis and the first unit has been installed aboard the S.S. *Drottningholm*.

This Mariners Pathfinder incorporates all the features of wartime naval radar plus the minimum range, simplicity of



Raytheon's Mariners Pathfinder

operation and low maintenance. It is a completely new unit designed to meet the actual needs of the Merchant Marine and based on a thorough survey of their requirements from the standpoint of operating practice, practical navigational methods, installation problems, cost, maintenance, etc. The equipment meets or exceeds all requirements set up by the Coast Guard for commercial radar.

Three methods of distribution are available, direct sale, deferred sale and lease sale with complete maintenance included.

Rhode Island Plants Oyster Shells

The annual planting of oyster shells in Long Island Sound by Warren oyster companies took place early in July. About 85,000 bushels of shells were planted by the Blount Seafood Corp., while 50,000 bushels were planted by the B. J. Rooks Oyster Co., and over 100,000 bushels were planted by the Warren Oyster Co.

After the oysters which form on the shells are about a year old the majority of them will be brought back to the waters of Narragansett Bay, where they will be left until they are mature enough to market.

New Bedford Scallop Draggers (Landings in Gallons)		
Alban H. (1)	1,500	Julia K. (2)
hawthorn (2)	3,000	Liboria C. (2)
adventurer (3)	4,100	Linus S. Eldridge (2)
Aida (2)	3,000	Louis Thebaud (1)
Alpa (1)	1,500	Lubenray (2)
Anna O. (1)	850	Malvina B. (2)
Arnold (3)	3,000	Margie & Pat (2)
Arthur L. (3)	4,200	Martha E. Murley (2)
Barbara (1)	1,200	Mary Canas (2)
Bobby & Harvey (3)	4,500	Mary D'Eon (3)
Camden (3)	4,000	Mary Ellen (1)
Captain 1st (3)	4,500	Mary Tapper (3)
Carol & Estelle (2)	3,000	Moonlight (1)
Catherine & Mary (3)	4,500	Muriel & Russell (3)
Catherine C. (2)	3,000	New Dawn (3)
Christina J. (2)	3,000	Olive M. Williams (2)
Daisy (2)	3,000	Palestine (2)
Bonnie-Lillian (1)	1,100	Pelican (2)
Four Sisters (1)	1,500	Phyllis J. (1)
Francis J. Manta (2)	1,600	Ramona (2)
Freddie & Matthew (1)	1,400	Sankaty Head (1)
Friendship (2)	3,000	Sea Hawk (1)
Friendship (New York) (2)	2,850	Sea Ranger (3)
Gloria F. (2)	3,000	Shannon (2)
Growler (3)	4,500	Sunapee (2)
Gold Kay (2)	2,100	The Friars (2)
Hazel S. (2)	1,800	Trio (2)
Hunter (2)	2,850	Ursula M. Norton (1)
Irene & Mabel (2)	2,850	Victoria (2)
Irene & May (2)	2,700	Viking (1)
Joan & Jean (3)	4,500	Virginia & Joan (1)
		William Landry (2)

Swordfish Landings (Landings in Number of Fish)

Alba V. (3)	36	Heedja (2)	13
Albert (1)	4	Hilda (2)	33
Alice May (3)	28	Idlewild II (2)	18
Alice Mary (1)	20	J. Henry Smith (1)	2
Alva V. (1)	12	Josephine II (1)	6
Anna C. (2)	10	Margaret (1)	4
Bethlehem (3)	25	Molly and Jane (1)	1
Black Hawk (1)	9	Morning Star (1)	1
Bozo (2)	15	Noah A. (3)	23
Clara T. (3)	39	Nora (1)	8
Clifton (2)	38	Priscilla (Chilmark) (2)	56
Connie F. (2)	4	Ronald & Dorothy (2)	24
Edna & Fred (1)	7	Rose Jarvis (2)	28
Eleonore K. (1)	12	Russell S. (1)	2
Grayling (2)	25	Santina (4)	76
Harold (1)	3	Southern Cross (2)	14
Harvard (1)	5	Wanderer (1)	1
Harvest (3)	24	Winifred M. (1)	27
Harvey (1)	4		

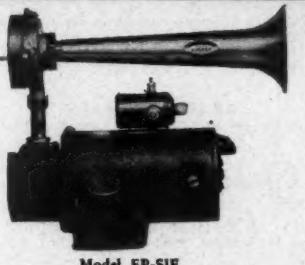
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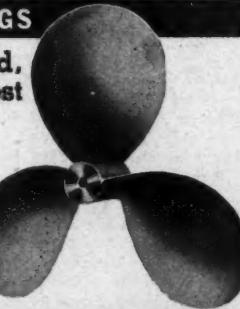
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38 WATER STREET NEW YORK CITY

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ALARM SIGNALS

*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

ANCHORS

*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS

Chas. D. Bridgell, Inc., Crisfield, Md.

BARREL COVERS

*L. Schwartz & Co., Inc., 199-203 North 8th St., Brooklyn 11, N. Y.

BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.

*Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

Chas. D. Bridgell, Inc., Crisfield, Md.

CLUTCHES

Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGES

Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.

*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

*Bendix Aviation Corp., Pacific Div., 7551 Melrose Ave., Hollywood 46, Calif.

*Bludworth Marine, 100 Gold St., New York 7, N. Y.

*Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

Diesel Engine Sales & Engineering Corp., Whesco Bldg., Fish Pier, Boston 10, Mass.

Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

*R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

*United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.

General Electric Co., Schenectady, N. Y.

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

ELECTROLYSIS ELIMINATION

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

ENGINE MANUFACTURERS

Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*The Buda Co., Harvey, Ill.

*Caterpillar Tractor Co., Peoria, Ill.

*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.

Cooper-Bessemer Corp., Mount Vernon, O.

*Cummins Engine Co., Columbus, Ind.

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.

Fairbanks, Morse & Co., Chicago, Ill.

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Joshua Hendy Iron Works, Sunnyvale, Calif.

*Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.

*Mack Mfg. Corp., Empire State Building, New York 1, N. Y.

*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

The National Supply Co., Superior Diesels, Springfield, Ohio.

*Oscor Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

*Palmer Bros. Engines, Inc., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minnesota.

*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

*Oscor Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS

Diesel Engine Sales & Engineering Corp., Whesco Bldg., Fish Pier, Boston 10, Mass.

*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

*Quincy Engine Co., 681-683 Southern Artery, Quincy, Mass.

*Southworth Machine Co., 30 Warren Ave., Portland, Me.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY

*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

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N. A. Strand & Co., 5001 N. Wolcott Ave., Chicago, Ill.

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FOG HORNS

*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

L. D. Lothrop Sons, Gloucester, Mass.

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The Liquidometer Corp., Marine Division, Skillman Ave. at 37th St., Long Island City, N. Y.

HOOKS, FISH

*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.

*O. Mustad & Son, Oslo, Norway.

ICE BREAKERS

*Gifford-Wood, Hudson, N. Y.

ICE PICKS

Chas. D. Bridgell, Inc., Crisfield, Md.

LIFEBOATS

Lane Lifeboat & Davit Corp., 40 Road and Flushing River, Flushing, N. Y.

MARINE GLUE

W. A. Briggs Bitumen Co., 3309 Richmond St., Philadelphia 34, Pa.

NAUTICAL INSTRUMENTS

*Kelvin-White Co., 90 State St., Boston, Mass.

*Raytheon Mfg. Co., Industrial Electronics Div., Waltham 54, Mass.

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*R. J. Ederer Co., 540 Orleans St., Chicago, Ill. The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

Pauls Fish Net Company, 357 West Ohio Street, Chicago 10, Illinois

*A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING

*H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

OILS

*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Macmillan Petroleum Corp., 530 W. 6th St., Los Angeles 14, Calif.

OYSTER KNIVES, TONGS

Chas. D. Bridgell, Inc., Crisfield, Md.

PRESERVATIVES

Samuel Cabot, Inc., 1140 Milk St., Boston 9, Mass.

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

PORTABLE LIGHTS

*U-C Lite Mfg. Co., 11 E. Hubbard St., Chicago 11, Ill.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y. Federal-Mogul Marine Div., 4033-91 Beauchamp Ave., Detroit, Michigan.

*Hyde Windlass Co., Bath, Me. Michigan Wheel Co., Grand Rapids, Mich.

PUMPS

*The Edson Corp., 49 D Street, South Boston, Mass.

Jabsco Pump Co., 8302 Wilshire Blvd., Beverly Hills, Calif.

*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

RADIO DIRECTION FINDERS

*Bludworth Marine, 100 Gold St., New York 7, N. Y.

Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

The Hallicrafters Co., 2611 S. Indians Ave., Chicago, Ill.

Louis Posner Marine Radio, 263-65 Northern Ave., Fish Pier, Boston, Mass.

RADIO TELEPHONES

Harvey-Wells Electronics, Inc., Southbridge, Mass.
Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.
Kear Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
Louis Posner Marine Radio, 263-65 Northern Ave., Fish Pier, Boston, Mass.
Radiation Products, Inc., Dept. 20, 1142 Wall St., Los Angeles 13, Calif.
Soundview Marine Co., Hugh Grant Circle, Bronx, N. Y.

RANGES

"Shipmate": Stamford Foundry Co., Stamford, Conn.
Elihu Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

REVERSE AND REDUCTION GEARS

Snow-Nabsted Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
G. Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

RUBBER BOOTS

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

H. M. Sawyer & Son Co., East Cambridge, Mass.
U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS

Chas. D. Bridgell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

American Electric Welding Co., Inc., 704-6-8 S. Caroline St., Baltimore 31, Md.
Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
Essex Boat Works, Inc., Essex, Conn.
General Seafoods Corp., Shipyard Division, Rockland, Me.
Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
Marine Railway & Repair Co., South Portland 7, Maine.
John H. Mathis Co., Camden, N. J.
Newport Ship Yard, Inc., 379 Thames St., Newport, R. I.
Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
Southwest Boat Corp., Southwest Harbor, Me.
Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wis.
Waldoboro Shipyard, Inc., Waldoboro, Me.
Webber's Cove Boat Yard, East Blue Hill, Me.
J. K. Welding Co., Inc., 3 Federal St., Yonkers 3, New York.
Wheeler Shipbuilding Corp., Ft. of 154th St. & East River, Whitestone, L. I., N. Y.

STEERING GEAR

The Edison Corp., 49-51 D St., South Boston, Mass.
Kitsen Pipe Co., 2925 Western Ave., Seattle 1, Wash.
Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

Dug & MacMillan Co., 170 Border St., East Boston, Mass.
Hathaway Machinery Co., New Bedford, Mass.
New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE

Bethlehem Steel Co., Bethlehem, Pa.

Late News

PRICE CEILINGS ON FISH, fresh and frozen, were suspended indefinitely under provision of amendment 48 to S.O. 132, which became effective on August 16. The amendment covers all varieties of fish which were included in the 90-day suspension order of May 20, as well as fresh and frozen halibut. Canned shrimp also will continue to be decontrolled indefinitely.

OPA exempted the following fish items from price control on August 5: fish loaf, ground, canned; fish pastes; imported and domestic; octopus, dried, canned, imported and domestic; clam and oyster shells, cleaned, washed, graded, and ground; salted sardine fillets, imported and domestic; stockfish, baled, imported; trout, canned, imported and domestic; sardine and tomato paste, imported and domestic; and turtle meat, canned, imported and domestic.

GOVERNMENT SET-ASIDES, amounting to 45 per cent of the 1946 pack of canned Atlantic sea herring, including Maine sardines, and canned Pacific mackerel, were removed effective August 11. Atlantic mackerel, canned after August 10, also was exempted from set-asides. However, canners of the affected species must continue to report their packs until March 31, 1947.

PRICE RISES FOR SARDINES canned in Maine were expected the week of August 19. The Maine Sardine Industry Advisory Committee returned on August 6 from a trip to Washington, where they discussed the matter with OPA. Packers want \$1.50 a case higher than previously, but probably will have to accept a compromise. It is reported that OPA is considering an increase of \$1 per case for the various packs.

THE GLOUCESTER TIE-UP was expected to end on August 21, as the result of action taken by the Atlantic Fishermen's Union, following announcement that sufficient fish had been withdrawn from cold storage to allow for resumption of freezing.

THE TIDEWATER LANDS BILL, House Joint Resolution 225, to quiet the titles of the respective States, and others, to lands beneath tidewaters and lands beneath navigable waters within the boundaries of such States and to prevent further clouding of such titles, recently was vetoed by the President.

The case, which will now be decided by the Supreme Court, will determine rights in lands lying beyond ordinary low-water mark along the coast extending seaward for a distance of 3 miles. Contrary to widespread belief, the case does not involve any tidelands, which are lands covered and uncovered by the daily ebb and flow of the tides; nor does it involve any lands under bays, harbors, ports, lakes, rivers or other inland waters.

Index to Advertisers

American Electric Welding Co.	33
Bendix Aviation Corp., Pacific Div.	55
Bethlehem Steel Co. (Wire Rope)	44
Bludworth Marine	13
The Buda Co.	54
Caterpillar Tractor Co.	12
Chrysler Corp.	45
Columbian Bronze Corp.	51
Columbian Rope Co.	1
Clark Cooper Co.	51
Cummins Engine Co.	7
R. S. Danforth	34
Delaware Bay Shipbldg. Co.	50
Detroit Diesel Engine Div., General Motors Corp.	2
Bill DeWitt Baits	43
R. J. Ederer Co.	41
The Edson Corp.	47
Enterprise Engine & Foundry Co. (Marine Engine Div.)	14
Enterprise Engine & Foundry Co. (Process Machinery Div.)	6
Essex Boat Works, Inc.	42
General Motors Corp., Detroit Diesel Engine Div.	2
General Seafoods Corp.	39
Gifford-Wood	50
Gray Marine Motor Co.	33
Gulf Oil Corp.	3
Harvey-Wells Electronics, Inc.	37
Hathaway Machinery Co.	29
Hyde Windlass Co.	40
Kelvin-White Co.	51
Kermath Mfg. Co.	4
The Linen Thread Co., Inc.	46
Mack Mfg. Corp.	48
Marine Products Co.	44
Marine Railway & Repair Co.	35
Murphy Diesel Co.	50
O. Mustad & Son	37
New Bedford Cordage Co.	31
New England Trawler Equip't Co.	48
Newport Ship Yard, Inc.	41
Oscos Motors Corp.	9
Palmer Bros. Engines, Inc.	10
H. O. Penn Machinery Co., Inc.	42
Perkins-Eaton Machinery Co.	35
Quincy Engine Co.	48
Raytheon Mfg. Co.	56
Red Wing Motor Co.	40
Frank L. Sample, Jr., Inc.	36
H. M. Sawyer & Son Co.	47
L. Schwartz & Co., Inc.	48
R. H. Sheppard Co.	16
Southwest Boat Corp.	29
Southworth Machine Co.	49
A. M. Starr Net Co.	49
Sturgeon Bay Shipbldg. & Dry Dock Co.	31
Submarine Signal Co.	15
Twin Disc Clutch Co.	8
U-C Lite Mfg. Co.	50
United States Motors Corp.	51
Elisha Webb & Son Co.	33
Westerbeke Fishing Gear Co.	34
Willard Storage Battery Co.	11
Wolverine Motor Works Inc.	27

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Twenty-eight ft. Friendship sloop, Morse built, fine condition, 40' x 9'9" outside lobster boat, 122 hp. Kermath, all new 1946, 1 haddock, 2 cod gill nets with floats and leads, new. Propellers, all fine condition, 32 x 30 R.H., 36 x 34, R.H., 20 x 11, R.H., 36 x 24 R.H., 50 x 30 R.H., 33 x 33 R. and L. hand, 21 x 19 R.H. and many others. Propeller shafts 16' x 2 1/4". Laughlin steerer, 20" wheel, rudder post up to 3 1/2". Gray Diesel rev. and 2:1 red. gear unit, like new. Marine Diesel and gasoline engines, 30 to 500 hp. Draggers and work boats, all sizes. Write us your requirements. Knox Marine Exchange, Camden, Me.

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Dragger, 56' x 6'6", fully equipped and fishing.
Towboat hull, never used, 52' x 16' x 8'.
Two 32 V. 800 W. D. C. generators, in good condition.
Gray Diesel, new, 225 hp. with a 1.5:1 reduction gear.
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Swordfish pulpits and accessories.
Kinney clutch.

Noank Marine Exchange, Front and High Sts., Stonington, Conn.

FIRE BOAT FOR SALE

Fire boat, completely equipped, 65' x 16' x 8', easily converted to passenger, tug or trawler. Heavy construction 180 hp. heavy duty Diesel. All in A-1 condition. G. Schwarzbach, 2140 Mill Ave. & Ave. U, Brooklyn 10, N. Y.

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One Atlas Imperial, 4 cylinder, 9 x 12, 110 hp. reverse gear engine rebuilt. One Atlas Imperial, 4 cylinder, 6 1/2 x 8 1/2, 60 hp. reverse gear. Excellent running condition. With propeller, bronze shaft, stuffing box and stern bearing. L. R. Beatty, 632 Race St., Philadelphia, Pa.

DRAGGER FOR SALE

One 40 ft. dragger, powered with 110 hp. General Motors Diesel. Complete with 4 nets and all gear. Owner's other business interests force him to sell. Boat has been fished since July 1, 1946. The Essex Boat Works, Inc., Essex, Conn.

GIELOW
INCORPORATED

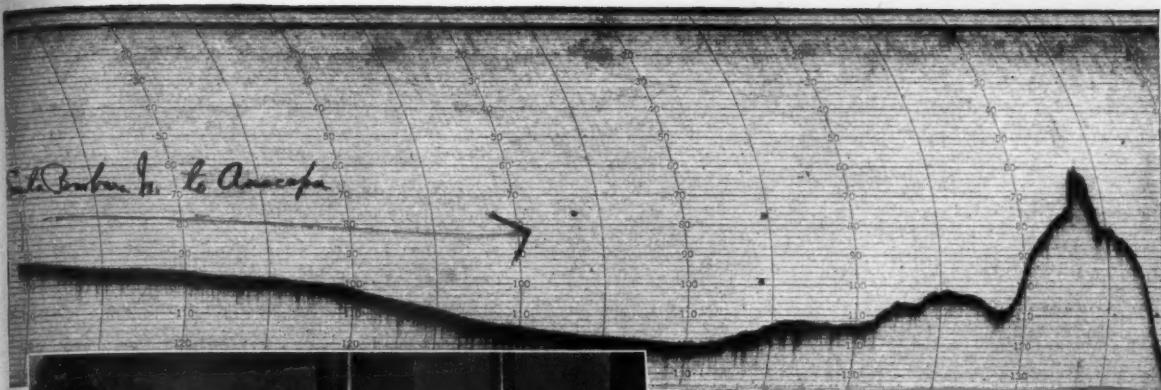
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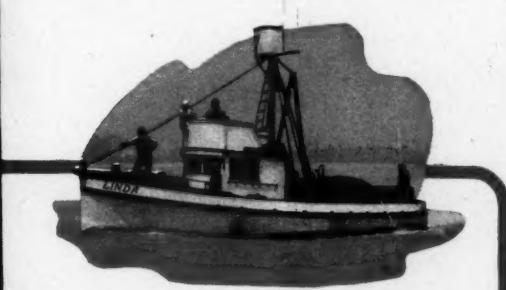
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The Bendix Depth Recorder charts a visible, permanent record of all under-craft conditions the instant you pass over them. Besides indicating the bottom profile, it shows the KIND of bottom, the approximate tonnage and depth of schools of fish and all underwater hazards along your heading. This section of chart is one made by Capt. Lindwall on the fathom scale on a northwesterly course from Santa Barbara Island to Anacapa Island.



"Linda," Capt. Lindwall's 45' craft, has logged 200 hours with the Bendix Depth Recorder since it was installed April 4, 1946. To date he has saved half the cost of the equipment through greatly reduced gear losses, and repairs have cost him 2¢—for a fuse!

"the Bendix Depth Recorder - in 3 months has saved me at least half the cost"

SAYS LLOYD L. LINDWALL OF SANTA BARBARA

Fishing with bottom gear along the Southern California coast Capt. Lindwall is making more money in his business because his Bendix Depth Recorder has helped him save in two important ways: Being able to "see" the bottom at all times he has materially reduced damage to his nets, and he saves valuable time by getting the nets down where they belong. Here is what he says:

"During the past three months I learned to rely on your Depth Recorder so much that I will honestly say at this time that I would not be without it. The Depth Recorder

has saved me at least half of the initial cost of the unit. This I say because of the hazardous bottom that I missed with my shark nets.

"The time element is another item. I threw away my old sounding line and lead a long time ago. I know where my nets are going when they leave the boat. This unit should pay for itself in a very short time on any boat that fishes bottom gear.

"Besides being compact the unit is adaptable for use on almost any small boat such as mine. My next trip will take me into Mexican waters, where I will rely entirely on my Bendix Marine Depth Recorder to bring home the bacon."



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Pacific Division Bendix Aviation Corporation

MARINE DEPARTMENT — 7551 Melrose Ave., Hollywood 46, Calif. — East Coast Office: 270 Park Ave., New York 17, N.Y.



For 45 years, the Submarine Signal Company has been the outstanding leader in the development and manufacture of submarine signaling equipment. From its research have come submarine signaling, submarine detection, the first *complete RADAR system ever disclosed*, and many other navigational equipments which have brought greater safety for the mariner and better protection for ships and cargo.

For 25 years, the Raytheon Manufacturing Company has been one of the leaders in the advancement of electronics and in the development of better electronic tubes. From its research has come the mass production and refinement of magnetrons—*the very heart of RADAR*. Under the direction of the Navy, Raytheon designed and became the sole producer of the famed ship-borne RADAR known as the SG, which has been installed on a majority of Navy combat ships.

Now merged, Raytheon and Submarine Signal will bring new safety to marine navigation against hazards both above and below the water. Through this combination of engineering and research talents, and pooling of years of practical marine experience, will come even greater advancements in micro-wave and supersonic navigation equipment. Together, these two outstanding electronic manufacturing organizations dedicate their combined facilities to the problem of bringing greater safety to life and property at sea.

Thus all Raytheon products with marine application, as well as the Submarine Signal Fathometers*, will henceforth be distributed and serviced by the Submarine Signal Company through its wide-spread and complete sales and service organization—backed by Submarine Signal Company's 45 years in practical marine specialization.

Mackay Radio and Telegraph Company, Marine Division, will also continue as an agent for the distribution and maintenance of the "Mariners Pathfinder" in the U. S.

*Reg. U. S. Pat. Off.



SUBMARINE SIGNAL COMPANY

Marine Affiliate of Raytheon Manufacturing Company

160 State Street—Boston 9, Massachusetts

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